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City of Austin

Pedestrian Program

Prepared for
The Austin Transportation Study

by the
City of Austin
Department of Planning and Development

Part 1 - **Plan for Changes**
Part 2 - **Issues and Strategies**
Part 3 - **References & Resources**

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Foreword

Pedestrian Program

In 1995 the Austin City Council adopted the Austin Metropolitan Area Transportation Plan as an element of the City's Comprehensive Plan. The City of Austin Pedestrian Plan is proposed to implement the pedestrian goals of AMATP.

Three documents describe the program:

Part 1 Plan
Part 2 Issues and Strategies
Part 3 References and Resources

Part 1 - Plan provides a Vision Statement of Austin as a pedestrian friendly community, with proposed strategies and actions to make the vision a reality. The central strategy is to institutionalize pedestrians into the transportation system, through designating a responsible party for the pedestrian program, making physical improvements for pedestrian facilities, and incorporating pedestrian policies into City regulations and practices.

Part 2 - Issues and Strategies provides more detailed information on current conditions, proposed strategies and actions, implementation, and evaluation.

Part 3 - References and Resources provides a bibliography and background information including proposed Pedestrian Design Criteria.

Process for Adoption

The draft Pedestrian Program will be provided to City Boards and Commissions for review and recommendations. Following City Charter provisions, the Planning Commission will make its recommendations to the City Manager and City Council. Council will act on adoption of the Pedestrian Plan as part of the City's Master Plan. The other documents (Issues and Strategies and References and Resources) will serve as technical reports and resources for the Plan document.

Implementation

Implementation will occur through the City's budget process (for staff resources and funding for physical improvements) and through changes to the Land Development Code and other City regulations.

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THE PLAN

1.0 PLAN FOR CHANGES

Austin is not a walkable city. There are societal and institutional traditions which are biased against pedestrians in relation to the automobile. They are subtly embedded in many of the rules and regulations of the last 40 years, and cannot be changed through one simple, single action. It will take a program of concerted efforts to change this climate and direct Austin toward becoming a more livable, walkable city. There are specific actions that should be taken to start this process. The initial actions of City Council should be to:

1. **Adopt** a vision, followed by goals, objectives and performance measures,
2. **Designate** a responsible party to lead the effort in achieving the vision, and
3. **Direct** staff to implement strategies to meet the goals and objectives.

This document sets forth a Plan which the City of Austin can follow in order to facilitate Austin's transition to a walkable city.

1.1 Vision Statement

The first requisite for change is to commit to a vision of Austin as a pedestrian friendly community, and adopt a vision statement which will guide future decisions.

Austin is a place where people will choose to walk. Residents and visitors will be able to walk pleasurably, in confidence, safety and security in every neighborhood.
This vision includes creation of a transportation system that offers realistic choices among travel modes for specific trips, and more importantly, presents choices that meet the needs of individuals and society as a whole.

1.2 Goals & Objectives

Goals and objectives are more specific targets that will measure progress toward reaching our vision of a pedestrian-friendly Austin. They also spell out the policies and programs that are necessary to reach these targets.

Goal 1: To double the current percentage of total trips made by walking.

Goal 2: To simultaneously reduce by 25% the number of pedestrians killed or injured in traffic accidents.

Goal 3: To provide a pedestrian friendly institutional model for other agencies.

Objectives

Goal 1: To double the current percentage of total trips made by walking.

- Provide a more pedestrian-friendly transportation network.
- Encourage development patterns that are more compatible with non-motorized transportation.
- Provide institutional encouragement for non-motorized travelers that will encourage people to choose walking.

Goal 2: To simultaneously reduce by 25% the number of pedestrians killed or injured in traffic accidents.

- Target and eliminate key behaviors that lead to accidents, injuries and deaths.
- Address accident reporting, enforcement and education to meet this goal.

Goal 3: To provide a pedestrian friendly institutional model for other agencies.

- Double non-motorized trips among employees.
- Enhance pedestrian access to all agency offices.
- Encourage mixed and compact land uses near all offices.

Goal 1: To double the current percentage of total trips made by walking.

The mission is to encourage a modal shift to non-motorized transportation. This is official federal DOT policy, based on a vision of creating a more walkable America.

The average walking trip is 0.6 miles. Under suitable conditions, walking can replace the auto for many short trips. A modal shift for these short trips could significantly reduce use of gasoline and land consumption.

Walking is ancillary to every transportation journey and is often the primary means of travel for shorter journeys. Some walking will occur regardless of the facilities, but typically, will not occur unless good sidewalks and trails are in place. To increase the number of pedestrian trips we need to combine these pedestrian facilities with new education and outreach programs to build pedestrian confidence and awareness.

There are a number of actions which will lead toward reaching this goal. A study in Seattle, Washington (FHWA-PD-93-003) found that the following changes would increase walking by the following percentages:

- Reduced crime/safer streets 19%
- Education; awareness of health benefits 15%
- More sidewalks 14%
- Improve street crossings 8%
- More trails, paths, places to walk 5%
- Better street lighting 4%
- Enforcing pedestrian laws 3%

Objective: Provide a more pedestrian friendly transportation network

Create a seamless network of non-motorized improvements that allows pedestrians to reach important destinations easily. There must be relevant pedestrian-related improvements on urban arterial and collector networks, and also on local urban streets.

Require relevant pedestrian elements in all transportation projects. All roadways not legally prohibiting pedestrians should be designed to accommodate sidewalks, where appropriate, in order to achieve a balanced multimodal transportation system.

Improve the status of pedestrians by increasing the safety, convenience and comfort for pedestrians. This can be accomplished using strategies such as:

- Do not allow new developments or major transportation projects to create new non-motorized barriers.
- Adopt pedestrian friendly design standards as part of roadway design standards, subdivision regulations and other appropriate documents.
- Create a framework for eliminating small scale environmental problems that impact walking.
- Develop a spot improvement program that allows the public to identify small scale problems and bring them to the attention of the appropriate agency.
- Require a high level of repair work when private concerns do utility work in the public right-of-way.
- Eliminate major barriers to non-motorized traffic
- Encourage new developments or major projects to alter current non-motorized barriers.
- Create barrier breaking projects where opportunities for piggy-back projects do not exist.
- Increase education and enforcement.
- Commit substantial funds to build pedestrian facilities.
- Repair, maintain, and clean city sidewalks through a cooperative effort between the city and homeowners and/or businesses.
- Design and construct pedestrian facilities in creative ways that make them more useful for pedestrians.
- Create a network of trails using linear corridors such as rivers, creeks, lake fronts, and utility easements and barrier breaking structures.
- Encourage the efforts of citizen pedestrian advocacy groups by providing information and support for their programs.

Objective: Encourage development patterns that are more compatible with non-motorized transportation.

- Construct high pedestrian activity areas by making them safe, comfortable and attractive.
- Encourage compact and mixed land uses.
- Encourage neighborhood oriented commercial uses, parks, and schools in or within safe and easy walking distance of residential areas.

- Encourage siting commercial developments adjacent to the street/sidewalk, rather than centered in or at the rear of a large parking lot.
- Require major developments to include plans for non-motorized travel in terms of internal circulation and external access, including access to transit connections.
- Require new employment centers to include plans for showers and lockers.

Objective: Provide institutional encouragement for non-motorized travelers.

- Require non-motorized element in transportation demand management programs.
- Encourage the elimination of employee parking subsidies and other pro-SOV measures and the creation of incentives for non motorized modes.

Goal 2: To simultaneously reduce by 25% the number of pedestrians killed or injured in traffic accidents.

The total economic impact of motor vehicle crashes in the U.S. in 1990 involving bicycles and pedestrians was $25 billion. More than 5,500 pedestrians are killed in traffic accidents every year and hundreds of thousands more are injured and disabled. Crash rates per walking trip are targeted for reduction to raw numbers. How this is accomplished is important.

Good base numbers will be needed to establish a starting point. The act of collecting these numbers in itself helps focus attention and effect changes.

Objective: Target and eliminate key behaviors that lead to accidents, injuries and deaths.

- Support the development of public awareness campaigns keyed to the most important causes of accidents.
- Police should develop a consistent policy of enforcement which protects the rights of pedestrians, bicyclists and drivers while facilitating the ability for them to share the road.
- Encourage schools, safety organizations, and law enforcement agencies to deal with pedestrian safety issues and to focus on the most important accident problems.

Goal 3: To provide a pedestrian friendly institutional model for other agencies.

The City is in the unique position to provide an example for other large employers in Austin.

Objective: Double non-motorized trips among employees.

- Provide incentives for non-motorized commuters.

Objective: Enhance pedestrian access to all agency offices.

- Provide safe and convenient ADA-compliant pedestrian access to all offices. Special attention should be taken to make effective connections to transit facilities.

Objective: Encourage mixed and compact land uses near all offices.

- Site new offices in areas with existing compact land uses

- Help create compact mixed-use developments when siting offices in relatively undeveloped areas.
- Encourage new compatible uses near existing offices.

1.3 Strategies and Actions

1.3.1 Strategy: Designation of a Responsible Party

There must be accountability to the City Council and citizens for implementation of the Pedestrian program. To ensure accountability, an individual or team needs to be appointed as Pedestrian Coordinator.

Action: Pedestrian Coordinator - The pedestrian coordinator will be responsible to advise and coordinate pedestrian planning efforts, facilitate potential funding possibilities, review project plans for pedestrian accommodation, and review regulations for pedestrian accommodation.

1.3.2 Strategy: Institutionalization of Pedestrians into the Transportation System

In order to provide a transportation system which offers the desired choices, agencies must develop a new mind-set and transportation paradigm which includes bicycles and pedestrians in all transportation issues. As a result of the Federal ISTEA legislation, ATS is institutionalizing these modes through incorporation of alternative transportation forms into their transportation plans and funding programs. At the City level, design and funding for improvements to streets and traffic corridors should include bicycle and pedestrian facilities. Adoption of goals and objectives and development of an improvement program is one of the first steps.

1.3.3 Strategy: Improved Road and Trail Network

There must be physical improvements to pedestrian facilities. This includes building of new facilities and repair, maintenance and extensions to existing facilities.

Action: Pedestrian Facilities Data Base - In cooperation with Capital Metro, Travis County, AISD, and others, the City should develop and maintain a data base of pedestrian facilities to coordinate and manage pedestrian facility needs.

Action: Funding - In cooperation with Capital Metro, Travis County, AISD, and others, the City should develop and maintain a coordinated and consistent funding effort to implement the building and maintenance of pedestrian facilities.

1.3.4 Strategy: Changes to Policies, Regulations and Practices

City policies, regulations and practices must be amended to ensure progress toward the goal of a pedestrian friendly environment.

Action: Street Standards - Develop and implement revised street standards for street and sidewalk construction to facilitate walking.

Action: Land Development Code - Regulations and policy must ensure that all new developments, and changes to existing developments, are built with direct pedestrian connections to residential, commercial and recreational areas, and transit stops, with variances granted only rarely.

Action: Zoning - Zoning ordinances and compatibility standards should facilitate denser, mixed use development.

Action: Street Classification System - Eventually the City should develop a street classification system which ties every street to its land use class and specifies appropriate pedestrian designs.

1.4 Implementation

Commitment to the goal of a more livable Austin will be evidenced in the implementation of a Pedestrian Program. The two pronged approach of building new pedestrian projects while at the same time making changes in policies, regulations and practices will work to remedy shortcomings of the past, and set the groundwork for pedestrian friendly decisions in the future.

1.5 Evaluation

Periodically the performance measures will be used to evaluate the City's progress toward our vision as a pedestrian friendly environment. The strategies and their implementation will be assessed and changes and corrections made.

1.5.1 Performance Measures

By adopting performance measures at the start of the program, the City can measure its movement toward its goals. This ability to measure progress is one of the most important steps to implementation. Specific tools and quantifiable indicators will be used for each measurement. In many cases the very existence of the measures and awareness of the need to report on them will cause modification in the decision making process and the results of that process. In some cases non-quantifiable reports will have to be used until other data is available. It is important to remember that performance measures should measure effectiveness, not effort. The four measurements which will initially be used to follow our progress are:

Measure 1: Percentage of trips made by walking.
This will measure the increase in walking. (Work trips made by walking as measured in the decennial census. If feasible data shall be collected on all walking trips.) Obtaining these numbers helps to focus attention on the issues.

Measure 2: Percentage of development proposals with provisions for non-motorized travel.
This is a measure of progress made in encouraging compact and mixed land uses. What percentage of residences are within safe and easy walking distance from neighborhood-oriented commercial uses ,parks and schools?
What percentage of new commercial and institutional developments are adjacent to the street sidewalk rather than set back parking lots

What progress has been made in requiring or encouraging major developments to include plans for non-motorized travel in terms of internal organization and external access (including transit)? Are regulations and incentives in place? What percentage of developments include such plans?

What progress has been made in requiring or encouraging new employment centers to include pedestrian amenities? Are regulations and incentives in place? What percentage of new centers include amenities ? What percentage of existing centers have added such amenities?

Measure 3: 25% reduction in the number of pedestrians killed or injured.
This is a measure of the safety benefits of increased pedestrian awareness and the progress made in reduction of deaths.

Measure 4: Providing a pedestrian friendly institutional model for other agencies.
This is the measurement of the City's success in shifting the modal split toward pedestrian and non-auto transportation.
What percentage of City locations have enhanced pedestrian facilities? What progress has been made in encouraging mixed and compact land use near all locations?

PART 2

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2.0 ISSUES AND STRATEGIES

This Issues & Strategies document contains background information; issues and strategies which the City of Austin can follow in order to facilitate Austin's transition to a walkable city.

Current trends are exacerbating the need to focus on and quickly address problems associated with pedestrian transportation. The most significant of these are:

- Growth in population
- increase in tourism
- Rapid expansion of the suburbs, particularly as employment centers
- Increasing number of older adult and child populations
- Rising popularity of walking
- Federal requirements for transportation funding - ISTEA requires consideration of pedestrian and bicycle transportation
- Increasing ozone levels and air quality concerns

Austin strives to be a livable community. A livable community recognizes the importance of the street environment for the social life of the city and strives for greater safety, security and social contact. The streets of a livable community are satisfactorily used by all the various community groups. Streets make up the largest areas of public space in the built community. It is important that these are truly open and usable to the public. Just as we have transportation policy for vehicular use of this public space, we must also have public policy for the use of this space by bicycles, pedestrians, strollers, walkers, joggers, roller bladers and the other transportation sectors of the community. The inclusion of pedestrians in transportation funding and policy decisions will be a strategic choice for our policy makers.

Transforming this vision into a reality is a process which must begin now with the first steps of commitment.

2.1 Current Conditions

Pedestrians are not treated as "legitimate" users of the streets both in engineering design and transportation funding. Standard traffic engineering policies and practices facilitate motor vehicle movement in urban areas which often cause inconvenience and unsafe conditions for pedestrians. Variances to subdivision ordinance requirements are given to new developments resulting in inadequate or no sidewalk facilities being built. These policies and practices result in an unsafe and ineffective pedestrian transportation system.

Issues in planning for pedestrians:

- Pedestrian issues tend to be local and municipal rather than regional.
- Pedestrians do not travel in "designated routes" like automobiles.
- Social and institutional traditions are biased against pedestrians
- Implications of current rules and regulations cannot be changed through one simple, single action.
- Majority of pedestrian needs will be accommodated through retrofitting existing streets rather than planning new facilities.
- Pedestrian needs are different under different conditions such as land use, density, etc., and many of the decisions are site specific..
- Facilities for pedestrians are generally regarded as quality of life issues rather than transportation.

Use data and safety problems

Current levels of usage, and the modal split.
There is very poor data on the actual number of pedestrian trips made. This will be one of the first challenges of the pedestrian program. However, before the counting starts, there must be some consensus of what makes a pedestrian trip.

Air Quality and traffic congestion data
Austin currently meets the EPA air quality standards as an attainment city. The Austin metropolitan area has experienced levels of ozone air pollution over the last 20 years which have occasionally exceeded the federal health standard. Although average exhaust emissions from all vehicles have been declining, driving a motor vehicle is probably the typical citizen's most "polluting" daily activity.
If we exceed the ozone standard now, we could face the mandatory sanctions for non-attainment cities. These include tougher vehicle inspection standards, business and industrial restrictions, gasoline station controls, and the loss of federal highway funds. By making simple changes now, we can avoid these federally enforced sanctions and maintain healthier air quality.

Who comprises the pedestrian population

- Everyone is a pedestrian at some time during each day.
- Children - More than any other age group, children rely on walking and cycling as their only means of transportation.
- Physically- or visually- challenged individuals - Their independent travel often combines walking and transit.
- Senior adults
- Economically disadvantaged - The poor often cannot afford to own cars.
- Tourists

Children are the largest and most vulnerable group of pedestrians. Pedestrian facilities are most important to them. Children should be able to walk safely through their neighborhoods to a local school or park. This is integral to their learning experiences of their community and how to navigate through it. Providing walking facilities for children is also a method for initiating future adults to the notion of walking. Finally, children are the group who cannot speak for their interests. It is consistent with the livable community goal that we adopt positions important to our children.

The elderly depend on walking in increased numbers. They are slower at crossing the street and more likely to fall on badly maintained sidewalks. Facilitating their ability to be mobile demonstrates our value of their needs for a satisfied and independent lifestyle.

Public Perception of Current Situation

The reasons people walk are too numerous and complex to state simply. They are as varied as the individuals that make the decisions. Some people choose to not have a car. People can manage well in an environment that allows safe and direct movement by foot, or a combination of foot and public transportation. Most pedestrian trips are made for practical reasons., They are short trips, possibly involving several stops in close proximity of each other. In this scenario walking is the practical mode. It is important to remember that the brief ancillary trip from the store to the car is a pedestrian trip.

Walking is not always by choice, but often by necessity where economic conditions, lifestyles, or other circumstances force individuals to walk. 32-43% of the population is transportation disadvantaged. People with annual incomes of less than $10,000 are more likely to walk. (FHWA-PD-93-003)

Walking is a chosen form of exercise for most Austinites as for most Americans. In 1988 citizens responding to a survey by the Parks and Recreation Department ranked walking as second only to swimming as the reason cited for using the parks .

Reasons for walking are:	Reasons for not walking
Exercise, health	Distance
Enjoyment	Time; it takes too long
Close to destination	Weather
Avoid driving hassle	Dislike walking
Save on transportation expenses	Difficult to carry things
Save on parking expenses	Inconvenient
Not old enough to drive	Fear of crime
Too old to drive	Darkness
Physically impaired and cannot drive	No sidewalks
Visually impaired and cannot drive	Air pollution/car exhaust
Cannot afford a car, its maintenance or insurance	Litter and garbage
	Dangerous street crossings
Mental/emotional health benefits	Traffic noise
Concerns about air pollution	Poorly maintained sidewalks
Concerns about noise pollution	Skateboarders/cyclists on sidewalks
Concerns about run-off and watershed pollution	Panhandlers
	Ugly environment
Neighborhood security	No place to rest
To not have to wait for bus	
To not have to look for place to park	

Survey - Seattle, WA (FHWA-PD-93-003)

Safety Problems

Hundreds of citizens are killed or injured in pedestrian/automobile and pedestrian/bicycle accidents annually. Setting up a means to report accidents will be an important action to provide a baseline for measurement and understanding of the causes and conditions surrounding these accidents.

Behavioral factors which cause accidents are manifested by both pedestrians and drivers. They include not yielding the right-of-way, driving while intoxicated, walking while intoxicated, and a number of other behaviors.

Environmental factors which cause accidents include volume & speed of traffic, lack of adequate sidewalks and facilities, ambiguous crosswalk situations, and conditions caused by lack of maintenance.

Road and trail network

Where People Walk

The activity centers for automobile traffic are the same for pedestrian traffic. The route to an activity center is also usually the same in both modes, at least until the pedestrian becomes more assured and can find short cuts. When walking is part of a multi-modal trip, the link with transit is usually on a street with high vehicular traffic.

Walking is more prevalent in higher density areas where trip lengths tend to be shorter. The average walk's trip length is 0.6 miles. People tend not to consider walking for trips over one mile in length. In suburban areas, walking is more likely to be used for one segment of a multi-nodal trip.

Sidewalk networks as they currently exist

The Austin pedestrian system consists of two networks - streets and trails. The streets are shared with vehicles and bicycles. The trails are shared with bicycles. The two networks overlay and supplement each other. They may merge and/or link with other transportation modes. Decisions regarding the transportation network must include a multi-disciplinary approach. The networks work independently, but to increase intermodality, each system is intentionally designed to connect to one another.

Sidewalks and pedestrian facilities coincidental with the street system comprise the primary pedestrian network. The arterial and collector network connects destinations such as jobs, shopping, and libraries and is attractive to pedestrians. The bus system utilizes this network and is another reason to have adequate conditions. The presence and condition of sidewalks, on this network is spotty at best. There are large segments, even in the central city, that are sub-standard.

A condition survey of sidewalks along arterial streets, along or serving transit routes, and within activity centers including the Central Business District show ,three primary problems in Austin. The most critical condition is the lack of pedestrian facilities. Lack of maintenance of existing facilities is prevalent. Finally, right of way clutter leads to frequent Americans for Disabilities Act (ADA) deficiencies and compromise the pedestrian facility.

The local street network exists primarily in residential areas. On small residential streets some neighborhoods may even consider sidewalks unnecessary if appropriate traffic calming measures allow residents to walk in the street. Traffic calming measures are usually the primary concern in these neighborhoods.

Trails

The trail network consists of multi-use trails. The trail network should be complete and without gaps. It should not take the place of the sidewalks but be integrated with well designed connections. The trails should be connected to the sidewalk system. Connections should be safe and accessible. They should be marked and made visible to pedestrians. Transit stops should be coordinated with the trail system. Pedestrians should be able to easily transfer from one mode to the other.

Tails have been viewed primarily as recreational but they have a much broader use. When connected with the sidewalk network and transit they become a very important element of the pedestrian transportation system. Trips which may start out recreational can easily become shopping trips, eliminating the need for a car trip. A walk along a trail, combined with a ride on the air conditioned bus can be a pleasant

spring or fall alternative to the automobile commute to work. Separation from cars can enhance the use of trails for children .

At present the trails have gaps that preclude their being easily used for commuter movement. The gap between Congress Avenue and IH-35 on the Town Lake Hike and Bike trail is extremely onerous. Riverside Drive is not a pleasant street on which to walk. There are only sidewalks on one side, requiring pedestrians whose start and destination are on the south side to cross the street twice unnecessarily. There is also no facility to cross Riverside at the potential connection with the Stacy Hike and Bike trail. These are a few of the barriers and inadequacies which need to be mitigated.

Urban trails

Urban trails are enhanced areas of the street network, selected to convey insight into the character of Austin. They delineate preferred routes to users with a particular interest and encourage walking as an enjoyable urban experience. The Austin Convention and Visitors Bureau currently has Historic Walking tours for visitors to downtown. This is an effort that could be expanded to include other topics and areas. This would offer an opportunity to introduce the public to areas that are pedestrian friendly.

Major barriers to walking

Features such as lakes, rivers, creeks and freeways interrupt the street network and act as barriers to walking. Town Lake is crossed by bridges at MoPac, Lamar, South 1st, Congress Ave, IH-35 and Longhorn Dam. There must be exceptionally good pedestrian facilities to accommodate pedestrians at these crossings. Pedestrians are not always even aware these are all available for their use. It is a long distance between the IH-35 and Longhorn Dam bridges and neither of these are particularly pedestrian friendly. IH-35 itself is a big pedestrian barrier. Efforts to make the pedestrian crossing of this safer and more pleasant must be a priority. The creeks should be reviewed for places where footbridges could be built to connect neighborhoods on either side.

Long blocks without mid-block crosswalks are barriers to pedestrians, as are sections where sidewalks exist but maintenance is so poor that people choose not to use them.

Programming of transportation projects

It is often the intent to include pedestrian facilities with road projects, but not always the result. Costs for right-of-way acquisition and mitigation of special problems such as slope and drainage are often used as justification to eliminate or cut back on pedestrian facilities. It should be a policy that if a project is not feasible due to cost of pedestrian access, the project is simply not feasible.

Land use and zoning

Land use and zoning plays an integral part in how people use the streets and their choices of transportation. It is the transportation patterns at the neighborhood level which need to be improved. This is one of the major reasons for good, integrated neighborhood planning.

In order to plan for improved pedestrian facilities the current conditions need to be inventoried and analyzed. These include:

Land use in general. Locate:

- residential areas, describe by density size and demographics
- neighborhood oriented commercial, small shopping centers, neighborhood shops
- regional commercial centers, major shopping areas, business districts
- employment centers, industrial parks, military bases, office districts
- regional public places, major public open spaces, parks, recreational complexes
- neighborhood oriented public places
- schools and colleges

Special considerations

- compact and mixed land uses
- how common are neighborhood-oriented commercial uses, parks, schools and shopping within .6 miles
- consider how zoning regulations encourage/discourage compact or mixed use.
- street/sidewalk orientation
- to what extent are commercial or public developments oriented toward the street or sidewalk rather than center or rear of lot
- consider how zoning regulations encourage/discourage such an orientation
- non-motorized corridor network - identify broad desire lines that reflect the community's walking interests in light of user demographics and land use.

Access and circulation in major developments

Access to developments such as malls, large shops, government complexes and business parks is usually especially difficult for pedestrians. The relationship to nearby streets and residential areas is usually designed for cars only. Berms along the road are often used to hide parking but form a barrier to pedestrians.

Policies, regulations and practices

Design and Planning

- Standards - currently used design standards are inadequate to deal with the needs of pedestrians; standard road cross sections, sidewalk specifications, zoning regulations.
- Routine consideration - pedestrian concerns are a minor part of the process in conceiving, designing, approving & implementing projects.
- Only rarely, in very visible downtown areas, do pedestrian amenities impact on actual project features
- There have been pedestrian plans and programs but there has not been the commitment to staffing and funding to implement these plans
- Spot improvements are not completed quickly A citizen may report a problem but there is no mechanism or funding to resolve it.

Policies and Practices

- Pedestrians are not treated as legitimate users of our streets, both in engineering design and transportation funding.
- Standard traffic engineering policies and practices facilitate motor vehicle movement in urban areas. These often cause conflict, inconvenience and unsafe conditions for pedestrians.
- There is a lack of an appropriate process to correct deficiencies.
- Planning among different jurisdictions is often uncoordinated. Different entities have their own, often conflicting, needs assessment, priorities and funding sources.
- Too many variances to the subdivision ordinance requirements are granted to new developments resulting in inadequate sidewalks in new developments.
- Inadequate education of both pedestrians and drivers regarding pedestrian safety.

Incentives

- Policies like employee parking subsidies encourage driving alone.
- There are few policies which encourage pedestrians

2.2 Strategies and actions

A comprehensive transportation system must be planned and built to move goods and people safely and efficiently throughout the area, especially into and within the urban cores. Public transit, pedestrian, bicycle and other alternative modes of transportation should be expanded and integrated into the city's street system to reduce traffic congestion, improve air quality, conserve energy, and provide better transportation for those who choose not to or are unable to drive.

Institutionalization of Pedestrians into the Transportation System

The importance of walking for utilitarian travel has become more important due to the economic, social and environmental concerns related to negative effects of widespread use of automobiles. This has been recognized by the Federal Government through the enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA). The Federal transportation policy is to achieve increased recognition of the rights of bicyclists and pedestrians to use the nation's highway system. The engineering, design and regulation of local streets usually follow federal standards and guidelines. This policy is to speed the process and compel local transportation authorities to institutionalize pedestrian transportation.

Pedestrian coordinator.

A Pedestrian Coordinator is needed to serve as the point on contact for coordination of pedestrian policies plans and programs thorough the metropolitan region.

The pedestrian manager will work to ensure that:

- All new roadways and major roadway renovations are bicycle and pedestrian friendly,
- The City receives maximum federal and state transportation funds available,
- Funds that are available are spent wisely on the best improvements,
- A pedestrian facilities data base is developed and maintained to coordinate and manage pedestrian facility needs.
- Pedestrian facility requests from Council, commissions, citizens, advocacy groups and City staff will be centrally compiled and checked for continuity and compliance with the American for Disabilities Act
- Education and enforcement programs are provided,
- Citizen volunteer coalitions are fully used, and
- Sidewalk variances granted are consistent with transportation policies.

Road and trail network

Arterial collector network - make the major road network compatible with pedestrian and bicycle travel needs by adding or improving sidewalks, create safe crossings, add ADA compliant ramps and modify signalization and intersections where needed

Local street network - solve traffic problems in neighborhoods; install sidewalks, eliminate hazards(line of sight), physical barriers, add traffic calming measures where needed

Major barriers - Provide access through, around, over and under major barriers

Trails & special facilities - make paths and structures comply with available guidelines and ensure connectivity through addition of missing links.

Programmed transportation projects - include sidewalk and crossing needs of pedestrians on urban arterial or collector projects

Use appropriate major transportation projects to break non-motorized barriers.

Often, creeks become barriers to the pedestrian system. However, they can be a natural pedestrian transportation link, allowing for pedestrian commuter movement. Many creeks have associated trails that will benefit by becoming continuous and accessible. Creeks with an easement permitting pedestrian commuting can easily become an integral element of the pedestrian network.
When new park land is developed care should be taken to develop walkways which extend and link with existing transportation systems. All new park land should be accessible to users arriving on foot. Included in the purchase of land should be the consideration of pedestrian access to the site.

Develop and maintain a pedestrian facilities data base to coordinate and manage pedestrian facility needs.
There are many gaps and inadequacies is the street/sidewalk network. This includes a complete lack of facilities, inadequate facilities, facilities which are considered adequate but in actuality are pedestrian unfriendly, and facilities in areas where enhancements are appropriate. These must be identified, prioritized, and mitigated or solved.

A facilities data base system will be the sole repository for information on pedestrian facility needs throughout the jurisdictions. This information currently is found in different departments within the City. Coordination between the jurisdictions will allow for an effective organizational process.

The jurisdiction will develop a data base to organize and inventory facility needs which will then be prioritized using a weighted matrix. The data base will be maintained by the Pedestrian Coordinator. Input to the data base will be from City departments, Capital Metro, advocacy groups, neighborhood groups, private citizens and others, coordinated through the Pedestrian Coordinator.

Data base design
The data base will contain information on point locations, such as intersections, specific road crossings, curb cuts and driveways, obstructions, and sidewalk damage at one location or address, and lineal components, such as sidewalk segments and links, that

are needed to develop the pedestrian network. The data base should be compatible with Arc-Info for mapping purposes and for future facilities inventory.

Input Contacts
There should be continual cooperation with the primary contacts for input into the needs list. In addition there should be an annual outreach to other City departments and outside groups for input to this list. Contacts are to include: Capital Metro, School Safety Program, Parks and Recreation Department, Library Department, Austin Convention and Visitors Bureau, Austin Police Department, Austin Fire Department, Emergency Medical Services, Public Works, neighborhood associations, advocacy groups and interested citizens

Community Input
Pedestrian facility requests will be prioritized and fulfilled along with vehicular transportation capital improvements. It is understood that when requests that are not responded to, citizens may not stay concerned, involved and watchful of their streets. Public awareness will educate citizens to understand that their concern with the streetscape and its non-vehicular issues will not be minimized or turned away.

Request Processing
Requests for sidewalk improvements will be kept in the one master list. Each request will be field checked and investigated for improvements needed and prioritizing criteria such as street classification, bus routes, schools, activity centers etc., and an initial estimate of cost/effort needed to complete the improvements. (High/medium/low in regards to cost, drainage issues, right of way access, etc.) The elements will be prioritized according to a needs assessment matrix. Assessment of need for both the point and link improvements will be based on a ranking of the element from a weighted matrix. This matrix is developed from the evaluation criteria discussed earlier in the document. The top priority elements will be designed, costs estimated and made ready to be submitted to the appropriate funding source.

Priorities
The weighted matrix will allow priorities to be computed separately for areas of interest with differing criteria. This will allow different priority lists to be developed for different funding sources. The categories for these rankings will include:

- General importance
- Capital Metro
- School safety
- Economic development/tourism
- Recreation
- Different categories of ISTEA funding

Changes to policies, regulations and practices

Standards and practice

Design standards - use pedestrian-friendly design standards for all road projects, major developments and subdivisions

Practices - Specifically require consideration of non motorized needs in project design planning and implementation.

Land use and zoning

Compact & mixed land uses - Encourage the development of neighborhood oriented commercial uses, parks, and schools in or within safe or easy walking distance of residential neighborhoods

Street/Sidewalk orientation - Encourage commercial or public developments to orient toward the street or sidewalk rather than centered or at rear of a large parking lot.

Consider how regulations encourage/discourage such an orientation.

Ensure that all new developments provide direct connections to residential, commercial and recreational areas, and to transit stops, with only essential variances.

Most of the effort to encourage walking in the Austin metropolitan area will be in retrofitting existing facilities. To accomplish this we must stop building non-pedestrian friendly facilities. It does not make sense to build facilities which we will need to spend dollars and effort to modify later. Regulations must be reviewed and the process for getting variances to the regulations must be tightened.

Development Review and Permitting

Sidewalk variances are being granted when there is no pedestrian network in place. This practice must be changed. As long as it continues, facilities will continue to not be built. Procedures must be developed so that future site plan variances relating to pedestrian facilities may be granted in certain instances.

Sidewalks must be built along both sides of all roadways at the time of construction. This includes residential areas. In environmentally sensitive areas where the amount of impervious ground cover is an issue, alternative designs can be used, or the walkway facility coverage may be deducted from the street. Under those conditions there must be accommodations for pedestrians on both sides of the street, as opposed to being a reason for excluding the pedestrian facility.

All road plans must be reviewed to ensure inclusion of pedestrian facilities. Plan review must include approval of a document that identifies the location of utilities in the pedestrian way.

Letters of agreement between agencies and jurisdictions should be developed to coordinate efforts.

Site planning

New developments are to be designed to facilitate pedestrian movement. Buildings should be given incentives when sited near the roadway, if safe. Parking lots are not to be located so that they create unwalkable stretches of land. Parking lots and drop-off zones are to fully separate motor and pedestrian traffic. Control parking lot interior circulation and provide sidewalk median access to parking.

Utility coordination

Acceptable design within the right-of-way of the components of the transportation system will only happen with the cooperation and coordination of various departments and entities. The placement of utilities is to become uniform, deliberate and monitored. Every attempt must be made to minimize the street clutter. The sidewalk shall abut the curb only to avoid trees. The sidewalk will be separated from the curb in all other cases.

Guidelines for street environment
Urban design guidelines should be developed to guide both private and public development to create a friendlier pedestrian atmosphere in urban and commercial areas.

Develop and implement revised street standards for street and sidewalk construction which facilitates walking.
To facilitate walking as transportation, pedestrian needs must be included in the planning process. This requires focused thought about how to accommodate pedestrian movement. All users of streets shall be considered in street modifications. Pedestrian safety shall be an important concern and customary engineering practices must begin to incorporate traffic calming techniques.

Standards for Plan Elements
Plan elements include sidewalks, curb cuts and ramps, crosswalks, corner design and streets. Each element is a component of the whole pedestrian and to be successful, each plan element must be up to design standards.

The design of the networks, components and elements are critical to the performance of the system. The design guidelines for the streets and sidewalks enhance elements to meet or exceed the standards.

The purpose of design guidelines is to assist the entire local building industry, as well as City officials, in understanding the pedestrian nature of our streets and how to reinforce their distinctive character. They are a means to incorporate the new PEDESTRIAN PLAN and ADA guidelines into City policy in such a way that it is easily understood and implementable. The guidelines are accepted as the official policy of the City regarding the right-of-way in the selected area.

Issues open to consideration include but are not limited to: flared - bulging curbs, intersection sight distance, alignment, turning radii, drainage, capacity, location of street hardware, location of utilities, parking, street furniture, bus stops, loading zones, driveways, channelization islands, refuge islands and medians

Traffic Taming
It is recognized that a combination of driver perception, traffic volume, street design, posted speed limits and enforcement level determine the prevalent speed of traffic. All factors must be carefully coordinated to safely and successfully increase or decrease the speed of traffic, with the pedestrian and neighborhood needs receiving the same attention as the motorist's. Regardless of engineered speed determination formulas, the recommended speed should be reflective of the adjacent land use.

Driving speed reflects the road's design speed as well as its posted speed. Fewer accidents occur on roads where speed limits more closely approximate the design speed. This fact describes why motorists travel as fast as comfortable on wide straight roads Traffic speed is reduced by increasing street friction, as with adding angled or parallel parking. Speed humps may slow traffic in residential areas and thus increase the safety of the street for the pedestrian.

Traffic management needs to be considered as an ingredient in encouraging walking. Research shows that traffic speed contributes to a person's attachment or detachment to a street. Speed greatly affects people's decisions regarding whether or not they or their children will to go places by foot.

Develop a new street classification system which ties every street to its land use class and specifies appropriate pedestrian designs.

Current classification systems provide a basic hierarchy of streets and focuses on the role of streets to serve automobile traffic. This system does not respond well to the varying landscapes of the city and non-automobile modes of travel, and therefore, opportunities are being missed to improve the quality of life in Austin.

The new street classification system should actively integrate public transit, pedestrian, bicycle and other modes of transportation into the system to reduce traffic congestion, improve air quality, conserve energy, and provide better transportation for those who choose not to or are not able to drive.

2.3 Implementation

Commitment to the goal of a more livable Austin will be evidenced in the implementation of a Pedestrian Program. The two pronged approach of building new pedestrian projects while at the same time making changes to policies, regulations and practices will work to remedy short comings of the past and set the groundwork for pedestrian friendly decisions in the future.

Project implementation
Prioritizing candidate projects

- how and to what extent will project further plan's vision and goals
- how and to what extent will project eliminate serious problems identified in plan
- Determine level of public support
- determine project's costs and benefits
- determine if project can be accomplished in coordination with other planned improvements
- determine the potential funding source and the source for any required match

Develop and institutionalize funding processes and mechanisms to provide needed street/sidewalk improvements in a timely manner.

Increase pedestrian transportation funding commensurate with pedestrian needs.
Statistically the average person walks 4.5 miles/day. (Pedestrian coordinators manual, F. DOT) This fact means the reevaluation of devoting the majority of transportation dollars to motorized transportation.

Walking should be accorded the same status or priority as driving. The mission of transportation departments has been to provide for safe and efficient movement of cars and trucks. Years of money and effort have successfully gone to satisfying vehicular needs. To achieve equity there will need to be push in attention, funding levels and planning that give the pedestrian a new focus.

To equalize transportation funds and begin equitably funding an intermodal system, a meaningful proportion of transportation dollars should be directed to pedestrian facilities.

The Pedestrian Plan recommends that all roadwork projects other than pothole repairs, will include a sidewalk or alternative design.

SIDEWALK PRIORITY MATRIX (suggested)

	General	Cap Met	School	Eco Dev	Rec
Street class (one)					
Local street	2	2	2	2	2
Residential/neigh collector	4	4	4	4	4
Industry/commerce collector	6	6	6	6	6
Arterial road -25K	8	8	8	8	8
Arterial road +25K	10	10	10	10	10
Transportation					
Along transit route	10	10		10	
Connect to transit route	8	8		8	
Connect to trail	10			4	10
Connect to parking	8			10	
School (one)					
Route to school	10		10	6	6
2 mile from school	8		8	4	4
Economic Dev					
Large commercial center	8	8		8	
Small commercial center	6	6		6	
Route to activity center	10	10		10	
Recreation					
Route to playground	6		10		10
Route to park	6		8		10
Network (one)					
-100' gap	10	10	10	10	10
100-200' gap	8	8	8	8	8
200-350' gap	6	6	6	6	6
+350' gap					
Physical					
Pavement -24 width	6	6	6	6	6
No sidewalk on other side	6	6	6	6	6
Evidence of path worn	10	10	10	10	10
Land Use Density(one)					
Single family	2	2	2	2	2
Multi-family - low density	4	4	4	4	4
Multi-family - high density	6	6	6	6	6
Commercial/industrial	8	8	8	8	8
CBD	10	10	10	10	10
TOTAL					

Changes to policies regulations and practices

how to change policies to better meet vision goals objectives and identified problems.

Research

Everyone involved in policy and planning needs to be better educated on pedestrian issues and research needs to be collected and distributed to the appropriate parties. The Pedestrian Coordinator will prepare a program of pedestrian studies. These will include:

- analysis of major pedestrian routes and activity centers
- a pedestrian accident list

These will be used to determine the location and causes of accidents involving pedestrians and devising strategies to prevent similar accidents.

School Safety Education

Statistically, many categories of pedestrian injuries and fatalities can be reduced by educating the pedestrian. This is the truest for young walkers prone to dart-out accidents. The local Parent and Teachers Association are to determine implementation of the school safety education program.

Driver Pedestrian Education

Develop a multi-modal "Share the Road" public awareness campaign and pedestrian education programs. Programs should stress the benefits of walking while emphasizing that safe behaviors must be followed. Education should also be complemented by public information campaigns designed to reach motorists and inform them of their responsibility to watch out for and yield to pedestrians.

Advocacy Groups

Pedestrian issues of safety and lack of facilities are the concern of a number of citizen's groups. While planners may have cited the virtues of integrating walking with other forms of transportation, advocacy groups are now becoming vocal and effectively gaining the attention of decision makers.

Establish an aggressive law enforcement program and driver education program.

Improve the efficiency and effectiveness of traffic laws through community self-policing methods, improved training of police officers and stronger sanctions against offenders.

Improve pedestrian behavior.

This is accomplished through the establishment of local ordinances which promote safe walking and protect pedestrian rights. We must also establish local enforcement programs.

Increase enforcement level for pedestrian violations.

Encourage local police to selectively enforce pedestrian laws and conduct enforcement training programs for police personnel. Locate sources of funding for special enforcement campaigns.

Increase enforcement against motorists who violate pedestrian rights.

Educate police officers about critical violations of pedestrian rights by motorists.
Coordinate pedestrian enforcement with anti-drunk driving enforcement campaigns.
Work with prosecutors to ensure that key cases against motorists for violating pedestrian rights are vigorously prosecuted.

Increase awareness among police officers of the importance of pedestrian enforcement. Develop and conduct an awareness program communicating the rationale for, and importance of, pedestrian enforcement. Conduct training in enforcement procedures specific to the pedestrian program.

Develop community support for traffic law enforcement for pedestrians. Conduct a public relations campaign to increase awareness and acceptance of enforcement programs. Develop and disseminate information materials on pedestrian laws and local enforcement procedures.

Establish a comprehensive record keeping system to monitor pedestrian accidents in the entire ATS area in cooperation with a pedestrian coordinator.
The Pedestrian Coordinator in cooperation with the appropriate law enforcement agencies will ensure the installation of a comprehensive record keeping system. This must be compatible with the other jurisdictions within the ATS region.

Develop programs and funding to repair, maintain and clean sidewalks.
Jurisdictions should provide means to adequately clean and maintain existing sidewalks.

Sidewalk Account Program and Assessments
Jurisdictions should evaluate the idea of developing a sidewalk account program that is funded by projects granted sidewalk variances. Developer participation in a sidewalk participation program would be in lieu of sidewalk construction. Legal and fiscal details regarding the collection of funding will be within the workplan of the non-motorized team. Recent history shows that sidewalks not installed at construction become costs for the general tax base when they get installed in the future.

2.4 Evaluation

Periodically the performance measures will be used to evaluate the City's progress toward our vision as a pedestrian friendly environment. The strategies and their implementation will be assessed and changes made.

Assess progress:

Progress will be determined through assessing the results and evaluating the process.

Results evaluation

- Determine effectiveness in reaching the overarching goals of doubling walking transportation and reducing the number of pedestrian killed or injured by 25%.
- Determine the effectiveness in reaching the specific goals and objectives of the plan using the performance measures.
- Determine validity of goals and objectives in plan

Process evaluation

- Discuss the details of moving projects through the process, not in numbers but implemented vs. unimplemented, project budget vs. expenditures, particular problems and opportunities, ways in which the process could work better.
- Discuss policies, regulations, plans and practices changed, difficulties in implementing changes, opportunities for future action.

The progress of implementation and effectiveness of the plan must be continually evaluated. This requires the development of outcome performance measures. Based on the results of these measurements it may be necessary to refine the program. The program will be successful with a continuous Plan - Do - Check - Act approach.

Activity Measures

During the first year, the primary activity measurements will relate directly to the implementation schedule. Early in the implementation, performance measurement will be based on meeting the implementation milestones in a timely manner. As the plan progresses, new activity measurements will be developed to check the continued progress of the program.

Effectiveness Measures

Effectiveness measurements are based on the effectiveness of the activity to provide the desired results. These are based on the measurement of attitudes through attitudinal studies and the tracking of trends. Trends which will be tracked could include:

- pedestrian activity
- pedestrian fatalities
- pedestrian injuries
- pedestrian percentage of modal split
- funding available for pedestrian facilities
- dollars spent for pedestrian facilities
- costs of priority projects (as the initial projects are completed, the costs of the remaining priority projects should decrease.)
- number of facility requests from citizens
- number of citizen requests effectively enacted
- length of time needed to fulfill citizen requests
- number of subdivision sidewalk waivers.
- number of requests for actions to reduce clutter in the right-of-way

Make corrections

- Discuss ways in which projects and policy changes can be implemented in a more timely and cost effective fashion.
- Discuss ways in which projects and policy changes can have more significant effects on the plans vision, goals and objectives
- Discuss potential changes in goals and objectives to better realize the overall vision.
- Discuss potential changes in performance measures, strategies and actions.

Annual Performance Report and Improvement Plan

The Pedestrian Coordinator will be required to prepare an annual performance report measuring the plan's progress toward accomplishing the three goals listed in Section 1.2:

Goal 1: To double the current percentage of total trips made by walking.
Goal 2: To simultaneously reduce by 25% the number of pedestrians killed or injured in traffic accidents.
Goal 3: To provide a pedestrian friendly institutional model for other agencies.

In addition the Pedestrian Coordinator will include in this report a cogent improvement plan to assist in the attainment of goals for the following year.

3.0 REFERENCES & RESOURCES

3.1 References

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3.2 Pedestrian Design Criteria

Our streets generally do not meet the criteria for safe, effective pedestrian transportation. Policies, designs and transportation decisions are to be evaluated using the following criteria:

SAFETY

Vehicle/Pedestrian Interface

Safety is of primary importance. Pedestrians should feel safe when walking on sidewalks, and crossing roads, without fear of conflict with other modes of transportation. Cars, trucks and pedestrians, traveling along the same route are often in competition for space. When a conflict arises, the speed, mass and weight of the vehicle always puts the pedestrian at a disadvantage. This imbalance in the two transportation modes is reflected in the actions of the users; vehicles act as if they own the streets and pedestrians feel unsafe. Separating vehicles and pedestrians is necessary. This separation can be produced through space, such as sidewalks and separate pedestrian facilities, or through time, as in controlled crosswalks.

The perception of safety is an important factor in a persons decision to walk as a transportation mode. When sidewalks are adjacent to higher speed roads it is particularly important that they be set back from the street to provide the necessary clearance from passing vehicles.

It is most important that the separation of pedestrians and vehicles does not cause undue inconvenience to the pedestrian. Improving safety by compromising a pedestrian need, such as continuity, is to be avoided.

- *Create a safe, clear, pleasant system of walkways.*
- *Enhance safety at driveways, especially at parking lots and garages.*
- *Eliminate use of intersection design treatments that allow free right turns by vehicles.*
- *Prohibit and enforce cars entering intersections for right turn on red when pedestrians are in the right-of-way.*
- *Manage the use of skateboards, in-line roller skates and other conveyances to limit interference with pedestrian travel.*

ACCESSIBILITY

Through the implementation of the ADA criterion, accessibility has become a legislated requirement in street design. However, there are large spaces such as parking lots or plazas which are visible to the public but in actuality have been privatized and are inaccessible.

- *Ensure that the entire pedestrian network complies with ADA requirements.*

Crosswalks

Opportunities for safe crossing must be provided at reasonable intervals on all arterials and collectors. Crosswalks must be convenient, their location optimized to provide accessibility. Crosswalk markings should be installed at all signalized intersections. Traffic departments are to consider mid-block flare or bulb-out to shorten pedestrian

crossing distances and increase pedestrian visibility. Controlled crosswalks increase pedestrians safety. Traffic signals must provide adequate crossing time for the users of that crossing, with consideration given to the walking speed of senior adults, adults with children and those disabled when setting the walk phase of pedestrian signals. Textured or raised median strips may be necessary.

- *All intersections and mid-block crossings satisfying pedestrian volumes described in crosswalk standards must have crosswalks.*
- *All intersections within a quarter mile of activity centers and a half-mile from a school should have marked crosswalks*

Sidewalk Obstructions

Pedestrianways should be without obstructions. It is important to have a policy defining the organization of all entities using the right-of-way. Sidewalk obstacles are a routine problem and potential safety threat for the pedestrian.

Obstructions are all items that impede a clear and continuous circulatory path. They may include telephone poles, parking meters, newspaper vending machines, signs, federal mailboxes, personal mailboxes, traffic signals, traffic signal boxes, refuse cans and planters. The placement of objects in a wider sidewalk, even with three feet clearance, often gives the impression of not being accessible. This is why sidewalks should be separated from the curb by a utility zone.

- *Codify the placement of all right-of-way elements to leave appropriate clearances. A right-of-way plan must be reviewed and approved.*

CONTINUITY

Pedestrian access is to be provided to all public facilities. A network of pedestrian facilities must be provided to link residential, employment, recreation, and shopping and business areas.

Gaps

Pedestrianways must be continuous. Sidewalks to fill gaps in the existing network must be a high priority.

- *Identify and remedy gaps and deficiencies.*

Barriers

Barriers are a special classification of phenomena which disrupt access, directness and continuity of pedestrianways. Highways, creeks, rivers and railroads are examples of such barriers. Mitigating the natural and man-made barriers to the pedestrian system must have a high priority. A departmental and citizen input process should be set up to discover specific needs. Special care will be given to finding and implementing ways to link the network across such barriers. Fast moving cars on a wide street are a barrier and anathema to the economic vitality of many retail activity centers.

- *Identify and remove or mediate all barriers that inhibit pedestrian movement.*
- *Examine the need for under/overpasses and the potential for alternative pedestrian crossing opportunities.*

AVAILABILITY
To be successful, pedestrianways must be available. They must be easily approached and usable for all potential users. Availability of the system is a product of the area of coverage and the density of coverage. A means to assess the need for pedestrian facilities in a specific location is to look at demand.

Service Routes
Service routes are located within walking distances of residential and employment areas. The road system has been developed through a careful, thorough and systematic process of allowing cars to take people where they want to go. A pedestrian will have the same destinations as an individual in an automobile. Therefore the road system is a good indicator of the level of demand for pedestrian facilities along that link in the network. Sidewalks along principal arterials are highest priority, followed bysidewalks along minor arterials, collectors and local streets.

- *Provide direct and improved pedestrian access along all arterials and collectors streets.*

Transit
Many pedestrians are users of transit. All transit users are pedestrians. There must be opportunities for pedestrians to link with other modes such as bus or rail. Therefor transit is an important trip generator. Pedestrianways which connect to, and supplement transit are a high priority.

- *Provide good, direct pedestrian access to current and proposed transit services.*

Activity Centers
Activity centers generate demand. The list of activity centers includes libraries, shopping centers, hospitals, parks, nursing homes, etc. Sidewalks within a one-half mile radius of an activity center are a high priority.

- *Promote land use patters that allow for pockets of density which will be designed and serve as pedestrian centers.*

Schools
Schools are a special category of activity center. Children often do not have the experience or knowledge to be savvy pedestrians.

- *Provide sidewalks and pedestrian facilities to school areas.*

Pathways
Pathways that are worn into the grass are evidence of demand and need for a sidewalk. Specific requests from citizens are also an indicator of demand. Sidewalks to replace worn paths are a high priority.

- *Develop inventory of citizen requests and worn paths and process to meet these demands.*

DIRECTNESS

Pedestrianways must be direct. They should take the shortest, straightest path possible. Directness is a function of the network. Circuitous routes to avoid vehicular traffic will frustrate and discourage pedestrians. Sidewalks must be on the side of the street where the pedestrian is walking. Sidewalks or crosswalks on only one side of a street or one side of an intersection force the pedestrian to choose between using the unprotected walkway, or make unnecessary street crossings just to "follow the rules".

- *Provide sidewalks on both sides of streets.*
- *Provide intersections to accommodate pedestrian crossings on all sides.*

COHERENCE

The transportation system should convey a sense of balance among the modes, with no single mode dominating to the exclusion or detriment to others. Pedestrian facilities must be well integrated into the overall design of urban and suburban space. A public street should have a healthy relationship between private or semi-public life inside buildings and the public world outside. The ground floor-street relationship provides a social link between the ground floor building uses and the adjacent street space.

- *Provide signs and maps in commercial areas, to inform pedestrians where they are and how to get to their destinations.*
- *Design new developments at a human scale so that pedestrians can perceive that distances between buildings are walkable.*
- *Create pedestrian facilities that are easily comprehended and used, presenting logical route choices to people on foot.*

SECURITY

Personal safety is an issue which must be considered. Fear of street crime deters many people from making trips by walking. Increased attention to safety issues and remedial action to eliminate safety problems will encourage users to transfer from a car to walking for their trips. Facilities for pedestrians must be clearly visible to the passers-by and to police.

- *Support and encourage police in pedestrian areas.*

Lighting

There must be sufficient lighting to provide a sense of personal security. Lighting may increase the pedestrian level of safety in certain locations. Lighting needs to be taken into account in determining a facilities level of safety. Lighting is to be designed to meet the requirement of the pedestrian in addition to the motorist.

- *Ensure that pedestrian facilities are illuminated. Minimum illumination level in high activity areas should be one foot-candle at the ground.*

Sight line
Places for people to hide should be considered and minimized. Landscaping can be potentially dangerous if people can hide and pose a threat to the pedestrian. Landscaping considerations and their contributions to safety are to be considered.

- *Ensure that the line of sight is sufficient to locate and avoid any threats to personal safety.*

COMFORT AND ATTRACTIVENESS
Comfort is an important component of the pedestrian system. It is a measure of elevating safety and access from the levels of basic necessity. A pedestrian environment with a high level of amenity is more likely to encourage higher levels of pedestrian use and activity. Walkways that are aesthetically pleasing contribute to a sense of visual excitement and pleasure and the entire public benefits by their inclusion.

Street Design
Attractiveness to pedestrians will encompass more than aesthetics. It also refers to the feelings that a place can provide. Landscaping, pavement color and texture, well-designed street furniture, fountains for drinking and pleasure and plazas set the stage for an enlivened environment. Well designed plazas, parks and other public spaces should be inviting, maximize opportunities for pedestrian use and should integrate well with pedestrian circulation patterns.

- *Ensure that new developments, both residential and commercial, provide an enhanced pedestrian environment, with direct pedestrian connections to nearby residential areas, transit stops, commercial districts and other regional and neighborhood activity centers.*
- *Develop design guidelines which include a set of pedestrian environment standards for the different areas of the city, specifying appropriate pedestrian environments and facilities that should be developed or required when private or public development takes place.*

Amenities
Pedestrian experiences and enjoyment are enhanced by providing a high level of protection from unfavorable weather, the placement of attractive street furniture, and the addition of buildings, landscaping, sculptures, shop windows and other street elements that provide interest to the pedestrian.

- *Provide shade.*
- *Provide seating and places to stop and rest along linear facilities.*
- *Provide water fountains where appropriate. They are important in warm climate like Austin.*
- *Examine the possibility of providing public restrooms in appropriate locations.*

Maintenance
The surface must be in good repair and well maintained. Trash and graffiti must be cleaned up.

- *Develop a maintenance plan to ensure that all pedestrian routes are clean and well maintained.*

Streetlife

Entertainment and vendors ultimately pull people to an area. They enliven a street and make it safer. Flower and newspaper vending benefits an area.

- *Encourage opportunities for introducing life through street events.*
- *Balance the need of public safety on very crowded streets with the need for street vitality.*

3.3 Municipal Strategies To Increase Pedestrian Travel, Washington State Energy Office

3.4 Reclaiming Our Streets: Community Action Plan To Calm Neighborhood Traffic, Portland, Oregon

3.5 Neighborhood Traffic Management Program, City Of Austin

Interoffice Memo

To: Jesus Garza, City Manager

From: Charles L. Curry, Budget Officer

Subject: Fiscal Impact of Developing Plans and Measures for Encouraging Pedestrian Traffic in the City

Date: Friday, March 22, 1996

The proposed City Council item on the March 28,1996, City Council Agenda, does not appropriate funds to the Department of Public Works and Transportation, therefore there is no unanticipated fiscal impact.

Separate Council action in the form of a Budget Amendment would be required to authorize a position. The estimated fiscal impact for salaries, fringe benefits and the required equipment and supplies would be approximately $50,000 for an entire fiscal year. This $50,000 amount is an estimate provided by the Public Works and Transportation Department based upon current expenditures for similar projects.

Charles L. Curry
Budget Officer
Finance and Administrative Services Department

M E M O R A N D U M

TO: Parks and Recreation Board

FROM: Jesus M. Olivares, Director
Parks and Recreation Department

DATE: April 17, 1996

SUBJECT: Re-construction and addition to boat dock at 2607D Riverhills Road.

A request has been received from J.B. Goodwin to re-construct and add an addition to an existing dock at 2607D Riverhills Road.

The Development Services Department (formerly the Department of Planning and Development) has indicated that the project qualifies for a site plan exemption.

The proposal is to replace the existing creosote poles with steel piling, widen the dock 20' to create a sun deck and add a storage room. The overall length of the new dock is 50', representing 20% of the total shoreline length of 253'.

Parks and Recreation Department staff have reviewed the project and the site plans meet the requirements of Article VI, Division 4, Part E (Requirements for the Construction Of Boat Docks) of the Land Development Code (including all amendments).

Recommendation

I recommend approval of the request to re-construct and widen the existing boat dock at 2607 D River Hills Road.

If I can provide you with any additional information, please contact me.

Jesus M. Olivares

Jesus M. Olivares, Director
Parks and Recreation Department

Thursday, April 11, 1996

Jesus Olivares
City of Austin - Parks and Recreation Department
200 S. Lamar
Austin, TX 78704

Dear Mr. Olivares:

I have submitted a full set of plans for repairing and expanding my dock. I discussed this project with Mr. Shaw Hamilton at the city's department of planning. I explained to Mr. Hamilton that I wanted to remove the creosol soaked poles from the lake and replace them with steel to help protect the water quality of Lake Austin.

Mr. Hamilton sent me to see Mr. Marsh in your department and stated that if the plans met with your department's approval he would assist me in obtaining a remodeling permit from the city. Mr. Marsh stated that I needed to write you and request that these plans be presented at at your next board meeting. I am willing to attend the next meeting of your board if you have any questions regarding my request or plans.

I would appreciate your positive endorsement of these plans so I might avoid the long site development permit process. I have lived on Lake Austin for almost 20 years in the same house. I appreciate the need to protect the integrity of the lake and support your efforts.

My advance thanks for your consideration.

Sincerely,

J.B. Goodwin
CEO
Direct # 502-7802

cc: Peter Marsh

City of Austin
Department of Planning and Development

REQUEST FOR SITE PLAN EXEMPTION

J.B. Goodwin ; do hereby certify I am the [owner] [owner's ent] of property as described below; and in that capacity submit this application as claim for exemption from site plan requirements Chapter 13-1 of the *Code of the City of Austin*. Furthermore, I certify the following to be true and correct information pertaining to is exemption application:

DDRESS 2607 D River Hills Road, Austin, Tx. 78733

ROJECT NAME Boat Dock

EGAL DESCRIPTION (LOT) Attached (BLOCK) _____

(SUBDIVISION) _____

PECIFIC DESCRIPTION OF PROPOSED DEVELOPMENT To demolish current boat dock and replace with a new dock

URTHERMORE, I certify and acknowledge that:

- All applicable subdivision requirements will be completed prior to occupancy of the premises. *(Note: Subdivision may be required if new utility service or additional service is proposed, or if existing service is to be upgraded)*
- The proposed development complies with all applicable zoning regulations.
- I have received from appropriate agencies, prior to this application, confirmation that all utility services necessary for this project are available; and I will submit verification that all prerequisite fees for such services have been paid prior to issuance of a building permit.
- I am aware that the approval of this application for a site plan exemption does not constitute authorization to violate any provisions of the *Austin City Code* or other applicable regulations.
- Erosion and sedimentation controls will be used for all site work according to City standards.

Signature of Owner or Owner's Agent _____ (512) 502-7802 *Phone Number*

Printed Name of Owner or Agent J.B. Goodwin 4/11/96 *Date*

Address of Owner or Agent 2607 D River Hills Road, Austin, Tx. 78733

***** FOR DEPARTMENTAL USE ONLY *****

EXEMPTION REVIEWED BY (DPD) _____ DATE REC'D _____

REVIEWED BY (ECSO) _____ RELEASE DATE _____

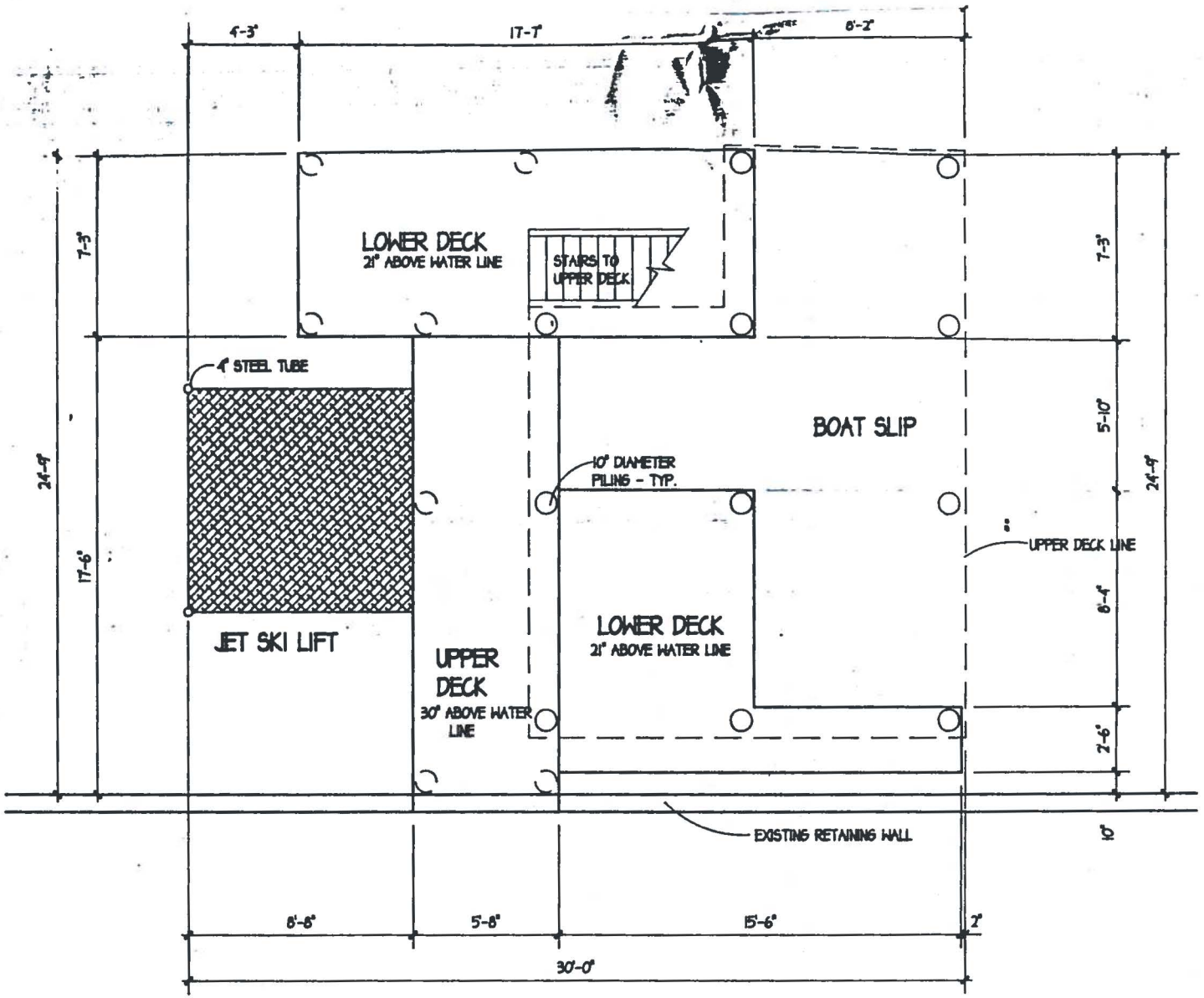
☐ REJECTED ☐ APPROVED PROJECT QUALIFIES PER SECTION 13-1-603 _____ ZONING _____ GRID _____

CONDITIONS _____

COMMENTS _____

ABC ADDRESS _____ AREA _____ SEQ. # _____

Volume: Clearance Folder: Development Review Folder: Layout K File: Site Plan Exemption (Revised Jan4 DFB)



HEIGHT OF EXISTING STRUCTURE - 19' FROM WATER LINE TO TOP OF LIGHT POLES

EXISTING DOCK PLAN

SCALE: 1/4" = 1'-0"

GOODWIN RESIDENCE

LOT 286, SUNSET CANYON, HAYS COUNTY, TEXAS

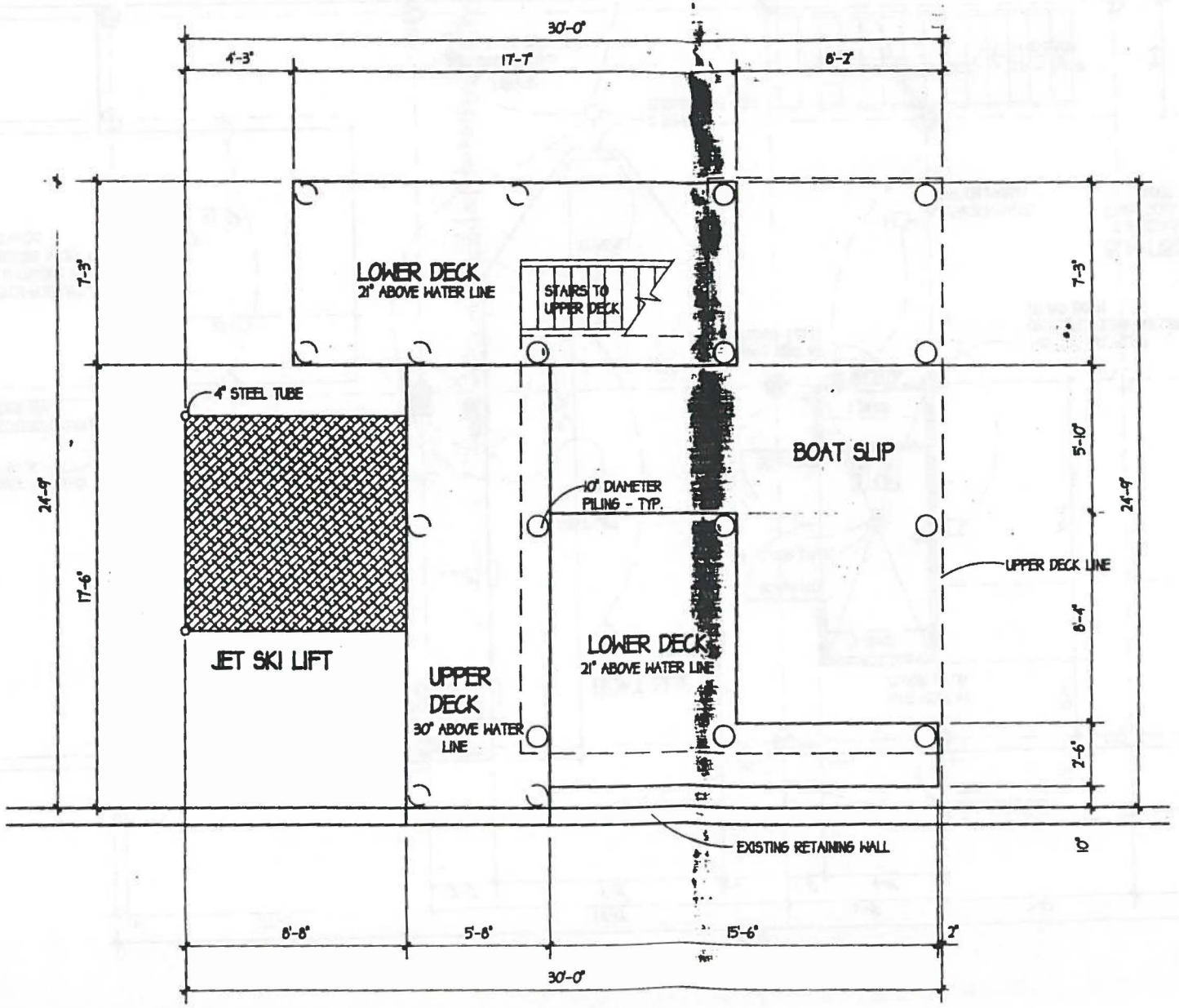
PROJECT:

REGISTERED ARCHITECT
STEPHEN GELE
8611
STATE OF TEXAS
4/15

DATE:

SEPT. 5, 1995

A3



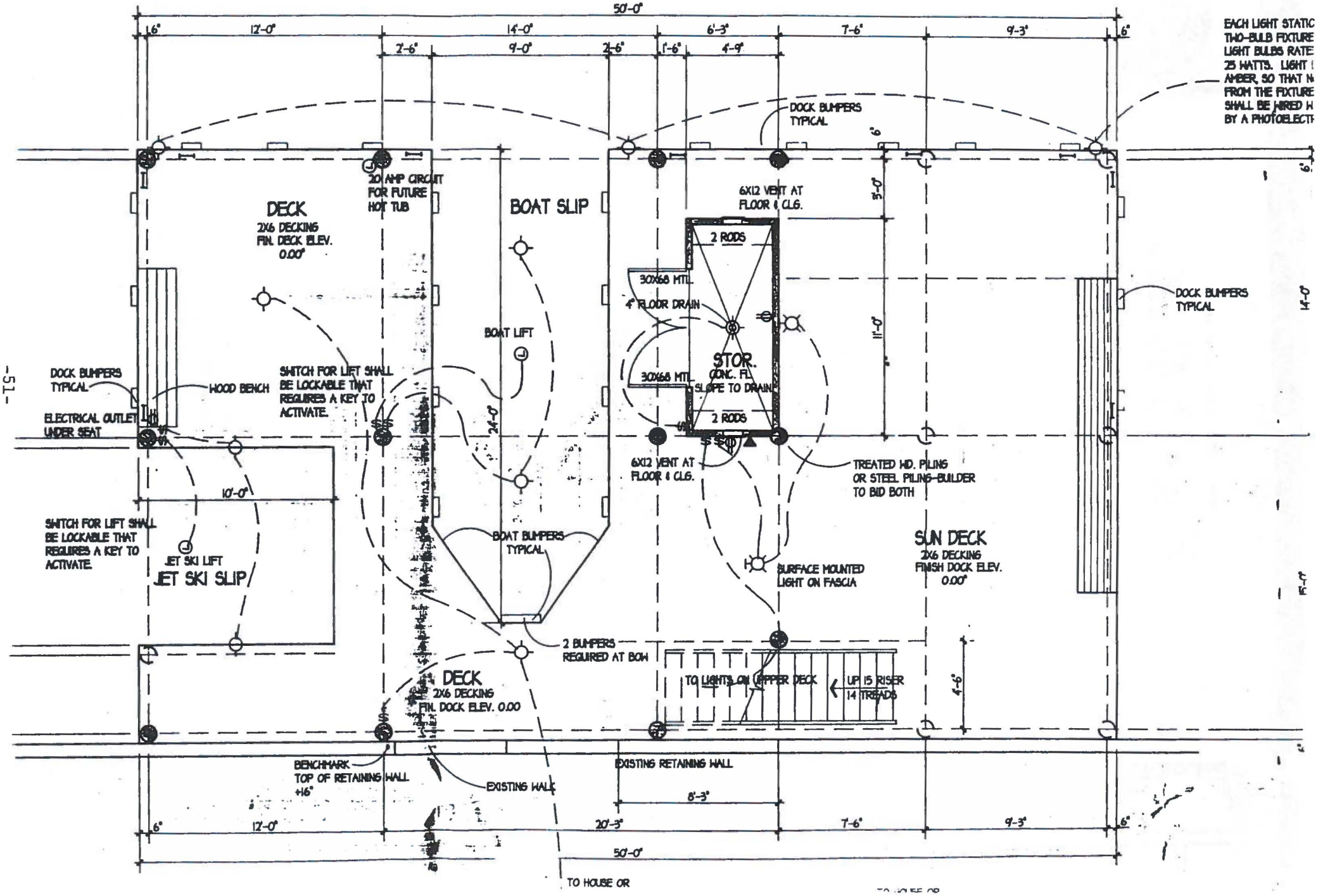
GOODWIN RESIDENCE

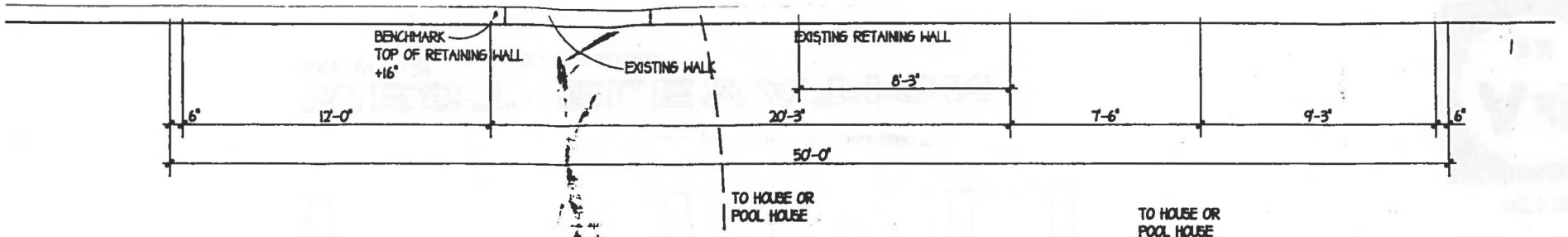
LOT 280, SUNSET CANYON, HAYS COUNTY, TEXAS

PROJECT:

REGISTERED ARCHITECT
STEPHEN GELE
STATE OF TEXAS

4/16/15

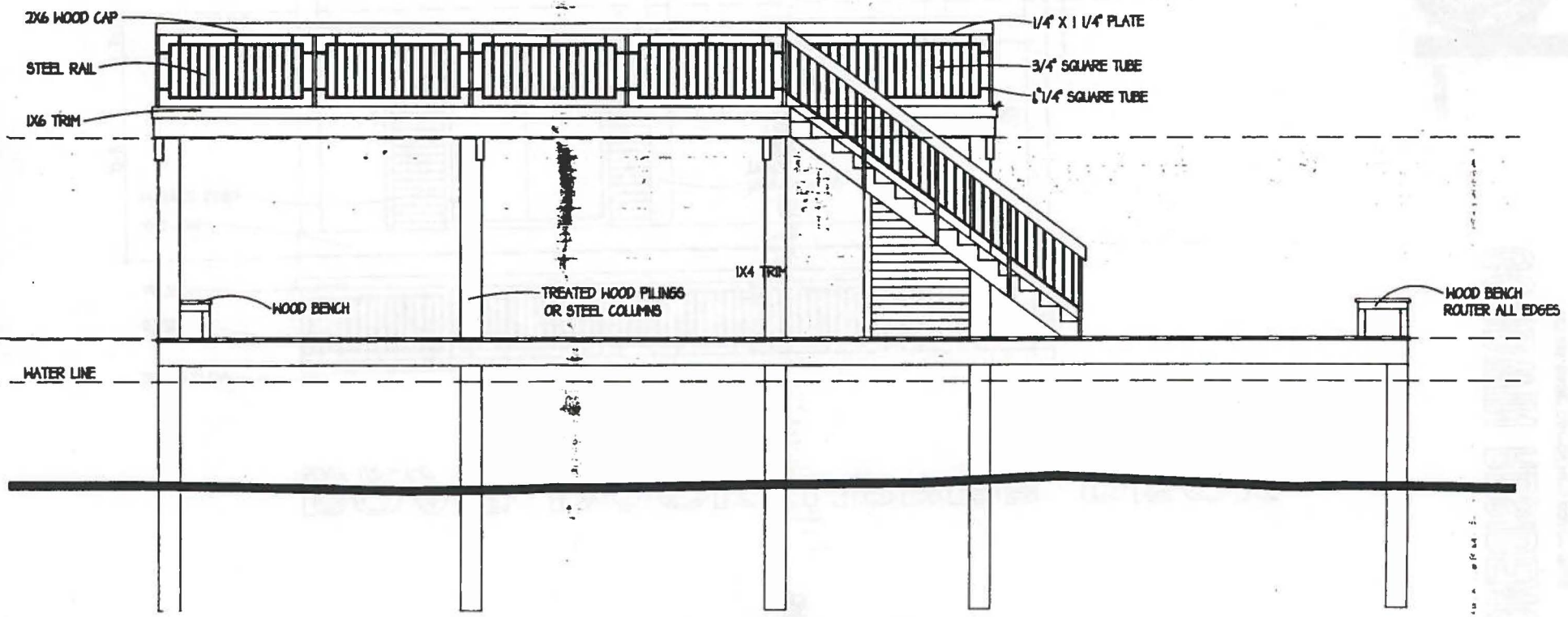

50'-0"
6"
12'-0"
14'-0"
6'-3"
7'-6"
9'-3"
2'-6"
9'-0"
2'-6"
1'-6"
4'-9"
EACH LIGHT STATIC
TWO-BULB FIXTURE
LIGHT BULBS RATE
25 WATTS. LIGHT
AMBER, SO THAT N
FROM THE FIXTURE
SHALL BE WIRED H
BY A PHOTOELECTR
DOCK BUMPERS TYPICAL
20 AMP CIRCUIT FOR FUTURE HOT TUB
DECK
2X6 DECKING
FIN. DECK ELEV.
0.00'
BOAT SLIP
6X12 VENT AT FLOOR & CLG.
5'-0"
2 RODS
30X68 MTL.
4" FLOOR DRAIN
DOCK BUMPERS TYPICAL
14'-0"
BOAT LIFT
STOR.
CONC. FL.
SLOPE TO DRAIN
11'-0"
30X68 MTL.
2 RODS
DOCK BUMPERS TYPICAL
WOOD BENCH
SWITCH FOR LIFT SHALL BE LOCKABLE THAT REQUIRES A KEY TO ACTIVATE.
ELECTRICAL OUTLET UNDER SEAT
24'-0"
6X12 VENT AT FLOOR & CLG.
TREATED WD. PILINS OR STEEL PILING-BUILDER TO BID BOTH
10'-0"
SWITCH FOR LIFT SHALL BE LOCKABLE THAT REQUIRES A KEY TO ACTIVATE.
JET SKI LIFT
JET SKI SLIP
BOAT BUMPERS TYPICAL
SURFACE MOUNTED LIGHT ON FASCIA
SUN DECK
2X6 DECKING
FINISH DOCK ELEV.
0.00'
15'-0"
2 BUMPERS REQUIRED AT BOW
TO LIGHTS ON UPPER DECK
UP 15 RISER
14 TREADS
4'-6"
DECK
2X6 DECKING
FIN. DOCK ELEV. 0.00
BENCHMARK
TOP OF RETAINING WALL
+16"
EXISTING WALL
EXISTING RETAINING WALL
6'-3"
6"
12'-0"
20'-3"
7'-6"
9'-3"
6"
50'-0"
TO HOUSE OR



NORTH

BOAT DOCK AND SUN DECK

SCALE: 1/4" = 1'-0"



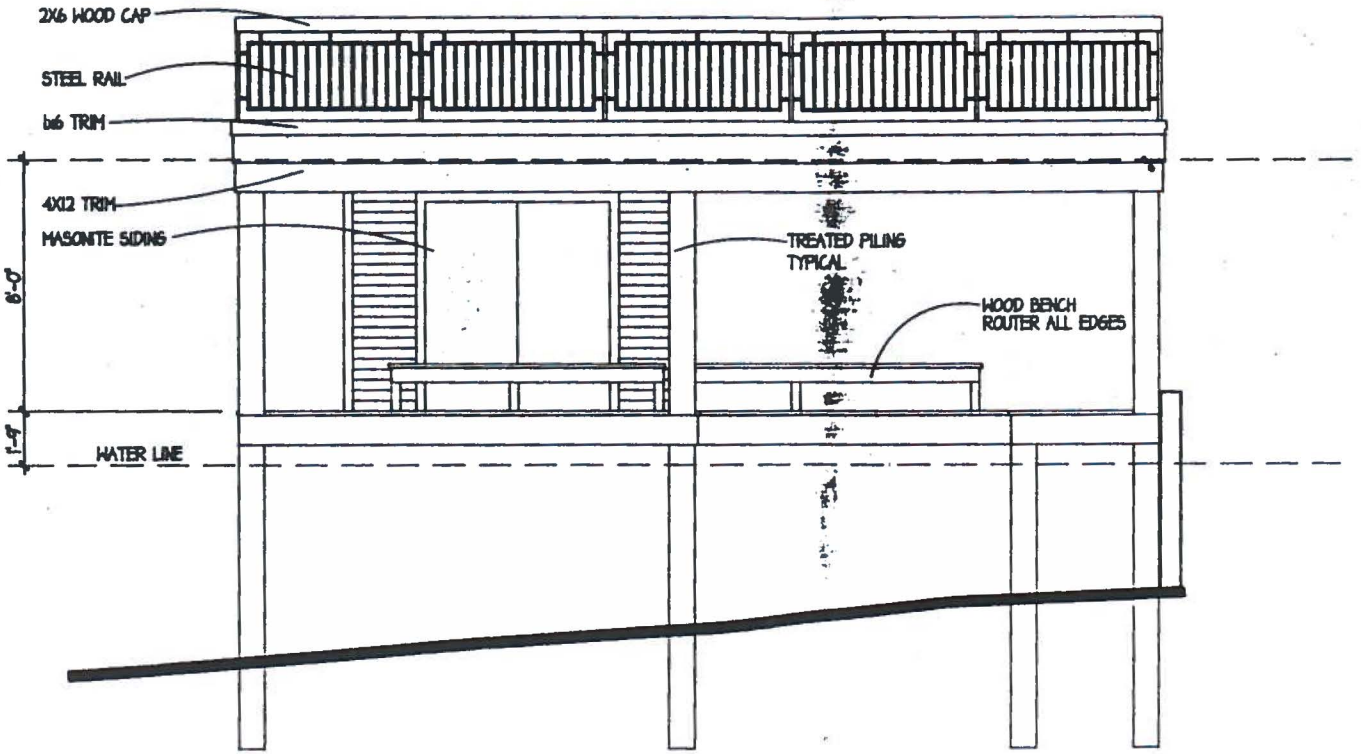
SOUTH ELEVATION

SCALE: 1/4" = 1'-0"

NORTH - OPPOSITE HAND

BOAT DOCK/UPPER DECK

SCALE: 1/4" = 1'-0"



WEST ELEVATION

SCALE: 1/4" = 1'-0" EAST - OPPOSITE HAND

GOODWIN RESIDENCE

LOT 356, SUNSET CANYON, HAYS COUNTY, TEXAS

PROJECT:

REGISTERED ARCHITECT STEPHEN LEE STATE OF TEXAS 9/15

DATE

SEPT. 15, 2015

A4

OF A5

M E M O R A N D U M

TO: Parks and Recreation Board

FROM: Jesus M. Olivares, Director
Parks and Recreation Department

DATE: April 17, 1996

SUBJECT: Construction of 8 boat slips at 'The Island on Westlake'
File # SP-96-0114D

A request has been received from Signor Enterprises Inc., on behalf of Sutton Ledbetter Ltd., to construct 8 boat slips at 'The Island on Westlake'.

This proposal is to construct a total of 8 boat slips, in clusters of 6 slips and 2 slips, as part of the subdivision 'The Island on Westlake". The subdivision has a total of 11 lots, three of which have shoreline frontage, and common area with a shoreline frontage of 134.63'.

Although the proposed layout is unusual, it satisfies the Land Development Code and can be justified under the following rationale.

Under Sections 13-2-794(a) and 13-2-795(3) of the LDC, two of the three individual lots could accommodate 2 slips and the third lot could accommodate 1 slip, for a total of 5 slips.

Section 13-2-795(5) of the LDC allows boat slips to be constructed within common areas that have shoreline frontage, with the total number of slips not to exceed the total number of lots in the subdivision. The common area has a shoreline frontage of 134.63', 20% of which 27' can be developed. This 27' width could accommodate 3 boat slips.

Section 13-2-794(a)(2) of the LDC permits the clustering of boat dock with the approval of the Board. This proposal is to cluster the docks in a group of 6 slips located within the common area and a group of 2 slips located on the common property line between lots 4 and 5. This arrangement will leave a 300' length of shoreline undeveloped.

The total number of slips will be 8, the same number that could be permitted under Sections of the Land Development Code descibed above. The total length of shoreline is 495', with the length of development of 92', which is 19% of the total length.

The boat dock clusters are located in a cove off the main body of the lake so do not require navigation lighting.

Recommendation

I recommend approval of the request to construct 8 covered boat slips clustered into groups of 6 slips and 2 slips at 'The Island on Westlake' located at 2927 Westlake Drive, in accordance with Site Plan #SP-96-00114DS.

If I can provide you with any additional information, please contact me.

Jesus M. Olivares, Director
Parks and Recreation Department

JMO:PM

D I S T R I B U T I O N M E M O R A N D U M 2-APR-1996

TO: COMMENT DUE DATE: 22-APR-1996
FROM: SITE PLAN REVIEW DIVISION/PLANNING DEPT
SUBJECT: DEVELOPMENT PERMIT ONLY SP-96-0114D

PROJECT: ISLAND AT WESTLAKE BOAT DOCK

2927 WESTLAKE DR

CASE MANAGER: PARR, RUSSELL 499-2720

APPLICATION DATE: 1-APR-1996

ZIP: 78746 FULL PURPOSE
WATERSHED: Lake Austin RURAL WATER SUPPLY

OWNER: SUTTON LEDBETTER LTD. (512)329-6374
3321 BEE CAVES ROAD AUSTIN, TX 78746
CONTACT: KAREN L. BURKS
AGENT: SIGNOR ENTERPRISES (512)327-6064
5524 W. BEE CAVES ROAD, BLDG. K-5 AUSTIN, TX 78746
CONTACT: LEE F. SIGNOR

SITE PLAN AREA: 0.068 ACRES (2960 SQ FT)
UTILITY OR STORM SEWER LENGTH: 0 LINEAR FEET

EXISTING ZONING: SF
EXISTING USE: BOAT DOCK

TRACT	ACRES/SQ FT	PROPOSED USE
	0.068/ 2960	BOAT DOCK

RELATED CASE NUMBERS (IF ANY): C8-93-0170.1A

OTHER PROVISIONS:
TIA IS NOT REQUIRED
FEE RECEIPT #: 1796096

SUBD NAME: LAKESHORE ADDITION
BLOCK/LOT: LOTS 54-58
PLAT BOOK/PAGE:
LEGAL DESCRIPTION:
PLUS W. SPARKS ABSTRACT 21 SURVEY 1

PARCEL #: 0121090206

McIntyre & McIntyre

INCORPORATED
CONSULTING ARCHITECTS & ENGINEERS
1111 West 24th St. * Austin, Texas 78705
9807 Brandywine Circle * Austin, texas 78750

John F. McIntyre, P.E.
Claire B. McIntyre, Architect, C.C.S.

Phone : 512.474.4484 / 512.219.9200
Fax : 512.474.0947 / 512.219.9399

March 8, 1996

Director of Parks and Recreation
City Of Austin
Austin, Texas

Re : Dock Permit
Island on Westlake
Block A
Lots 1 - 11

We are requesting approval of the plans for residential boat docks at the Island on Westlake for construction in spring 1996.

Dock construction will consist of steel pilings, wood decking, steel roof framing and tile shingles

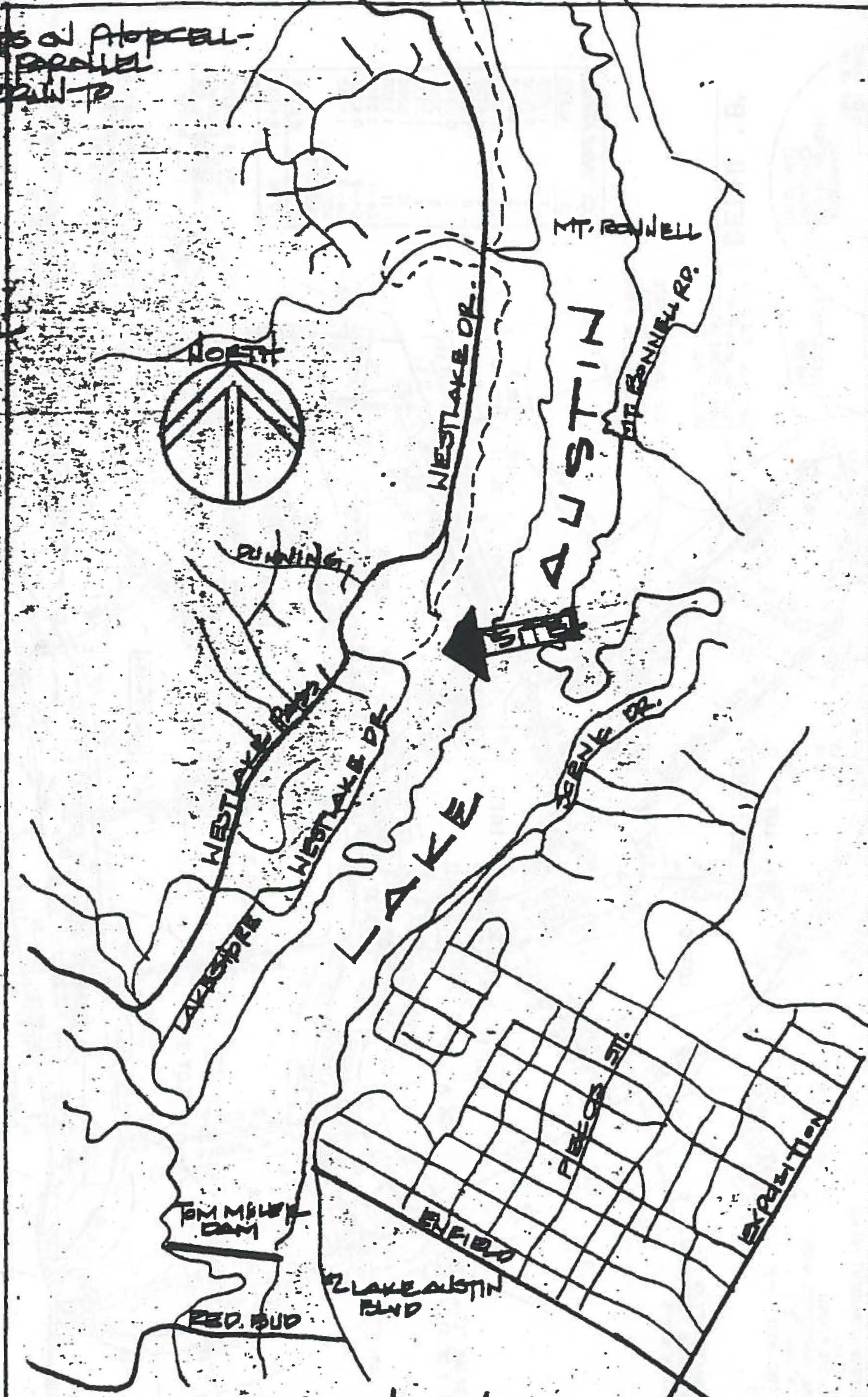
The additional construction should not adversely affect any shoreline erosion, drainage or other environmental concerns.

Thank you for your consideration.

John F. McIntyre

John McIntyre
McIntyre & McIntyre Incorporated

MMI file : 96013.02



LOCATION MAP

TION @ LIFT

APP

DEVEL

DEPT. OF

EXISTING UTILITY WIRES & P

NEW POLE XFMR BY

ELECTR

SITE C

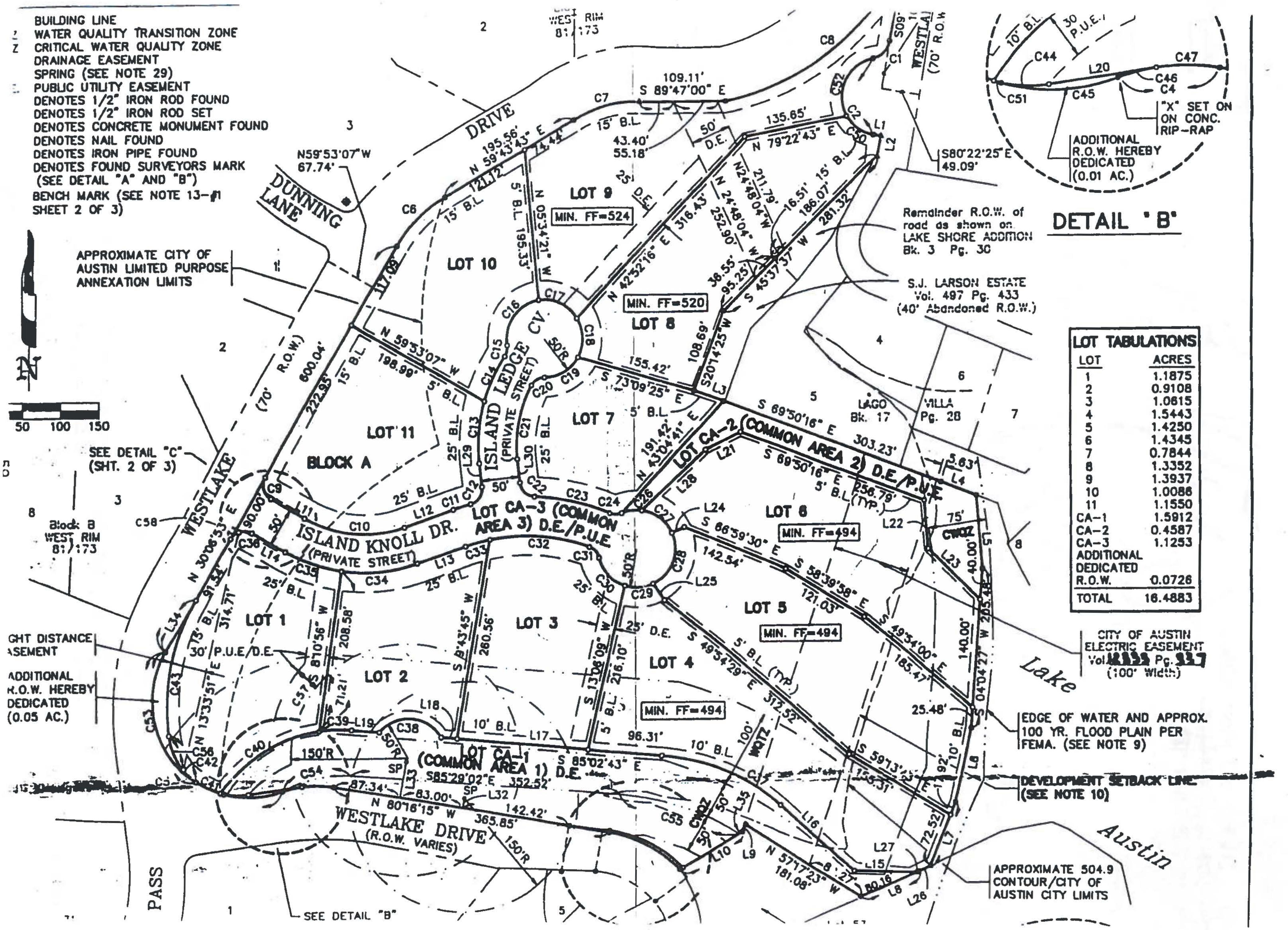
SHORELIN

6 SLIP DOC
2 SLIP DOC

TOTAL DO

DOCK/SHO

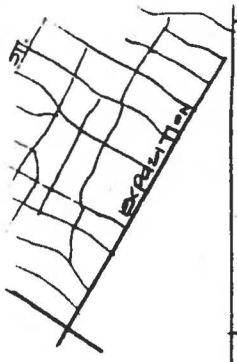
* LOTS 4,5,



LOT TABULATIONS

LOT	ACRES
1	1.1875
2	0.9108
3	1.0615
4	1.5443
5	1.4250
6	1.4345
7	0.7844
8	1.3352
9	1.3937
10	1.0086
11	1.1550
CA-1	1.5912
CA-2	0.4587
CA-3	1.1253
ADDITIONAL DEDICATED R.O.W.	0.0726
TOTAL	16.4883

NO SCALE



SITE DATA:

SHORELINE LENGTH*: ± 495 FT

6 SLIP DOCK LENGTH:	68 FT
2 SLIP DOCK LENGTH:	24 FT.
TOTAL DOCK LENGTH	92 FT.
DOCK/SHORE RATIO:	19%

* LOTS 4, 5, 6 & COMMON

PROJECT DATA:

DOCK CONTRACTOR:

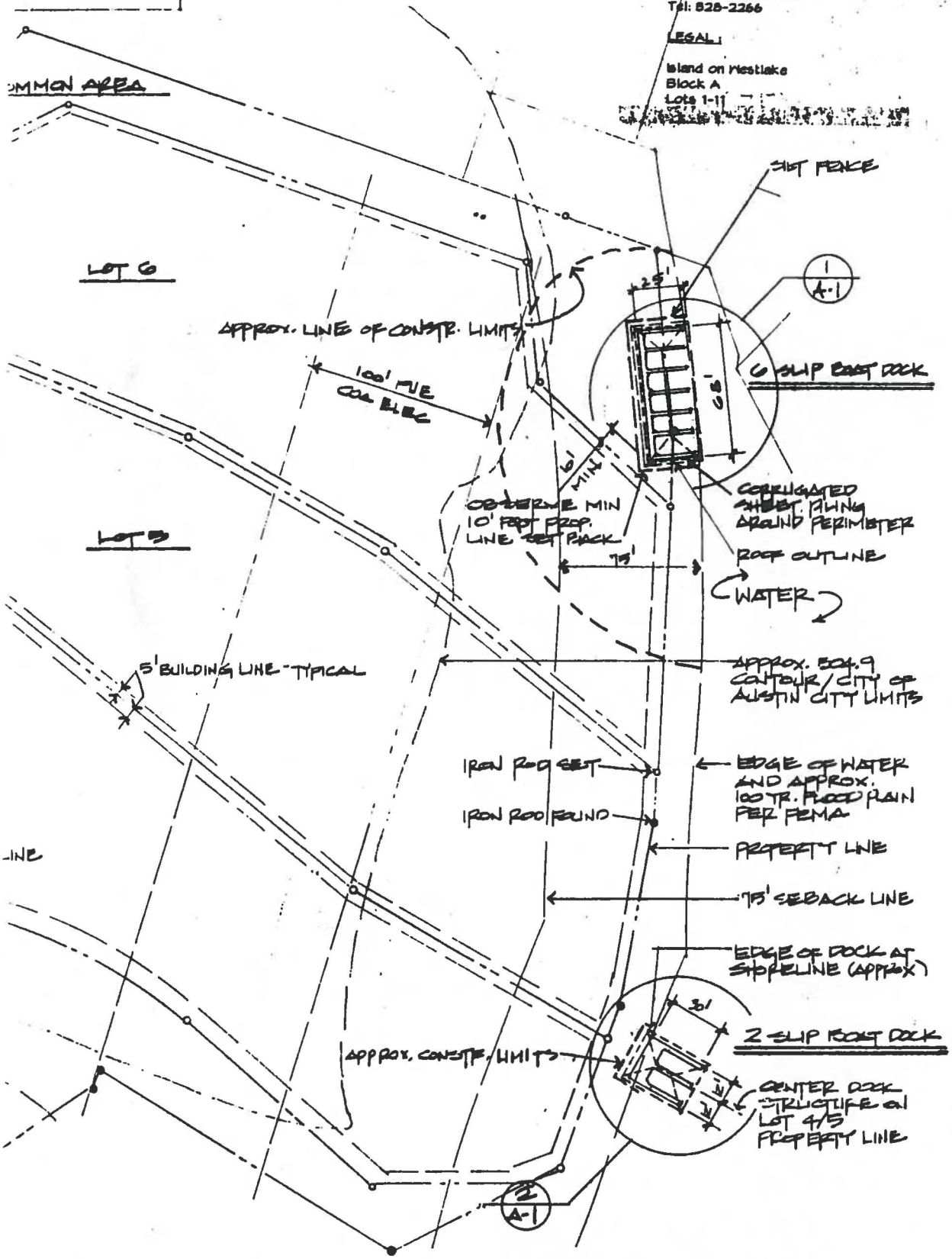
Signor Enterprises, Inc.
5524 Bee Caves Rd. Ste. K-5
Austin, Texas 78746
Tel: 327-6064

OWNER / DEVELOPER:

Sutton Ledbetter, Ltd
Attn: H.M. Pike, Jr.
3620 Bee Cave Rd.
Austin, Texas 78746
Tel: 328-2266

LEGAL:

Island on Westlake
Block A
Lots 1-11



BOAT DOCKS FOR:
THE ISLAND ON WESTLAKE
ISLAND KNOLL DRIVE
AUSTIN, TEXAS

REVISIONS:
1. 5-28-96 Elec

DRAWN: AL/JMC
DATE: 2-8-96
CHECKED: JMC
APPROVED: JMC

SHEET NO: A1

NOTE: Information regarding Aqua Fest will be passed out at the board meeting.

MEMORANDUM

TO: Parks Board

FROM: Jesus M. Olivares, Director
Parks and Recreation Department

DATE: April 23, 1996

SUBJECT: Parkland Dedication Fee Appropriation

On April 25, 1996, the City Council is requested to approve a budget amendment allocating of $197,809 in Parkland Dedication Fees collected. Funding will be used for parkland acquisition and amenities in existing parks. Emphasis is being given to park accessibility and playscape renovation. In accordance with the Parkland Dedication Ordinance, fees are allocated to parks or parkland acquired near the subdivision which generated the payment.

The following is a list of locations being considered with the funding amounts.

Location	Funding
Great Hills	$31,092
Schroeter	$19,993
Spicewood Springs	$ 2,954
Doss	$21,925
Canyon Vista	$12,572
Emma Long	$ 2,032
Copperfield	$11,970
Rosewood	$ 4,829
Barton Creek Greenbelt	$ 6,600
Vireo Preserve	$ 756
Slaughter	$16,807
Dick Nichols	$12,749
Mayfield	$13,573
Zilker School	$11,666
Gillis	$20,638
Stacy	$ 3,137
Dittmar	$ 4,516

The Parks and Recreation Department recommends approval of the above allocations.

Jesus M. Olivares, Director
Parks and Recreation Department

PLD BUDGET AMENDMENT

Target Park	Description of Improvements	Current Appropriation	New Appr. Required	Total Appropriation
Alamo	Basketball Improvements	$1,530.00	$0.00	$1,530.00
Armadillo Park	New Park Site Cleanup	$7,057.00	$0.00	$7,057.00
Bailey Park	Playground	$2,475.00	$0.00	$2,475.00
Barrington	Playscape	$4,910.00	$0.00	$4,910.00
Barton Creek Grnblt.	Signage	$23,695.00	$6,599.65	$30,294.65
Bull Creek	Picnic/Accessibility	$37,338.00	$0.00	$37,338.00
Canyon Vista	Accessibility	$0.00	$12,571.89	$12,571.89
Clarksville	Volleyball	$1,485.00	$0.00	$1,485.00
Commons Ford	Composting Toilet/Acces.	$18,214.38	$0.00	$18,214.38
Copperfield	New Park Site Cleanup	$0.00	$11,970.33	$11,970.33
Davis Hill	Planning	$400.00	$0.00	$400.00
Dick Nichols	Trail Improvements	$1,014.00	$12,748.68	$13,762.68
Dittmar	Soccer Field/Accessibility	$13,200.00	$4,516.23	$17,716.23
Doss	Playground	$0.00	$21,925.40	$21,925.40
Dottie Jordan	Accessibility	$11,140.00	$0.00	$11,140.00
Dove Springs	Picnic Tables/Grills/Trash	$5,449.00	$0.00	$5,449.00
Emma Long	Accessibility/Water Treat.	$11,283.00	$2,031.76	$13,314.76
Garrison	Playscape Renovation	$66,045.56	$0.00	$66,045.56
Gillis	Restroom/Accessibility	$990.00	$20,638.50	$21,628.50
Great Hills	Playscape/ Low water x-ing	$241,246.00	$31,092.22	$272,338.22
Guerrero	Grill/Parking	$1,260.00	$0.00	$1,260.00
Hill	Playscape	$20,300.00	$0.00	$20,300.00
Langford	Playscape	$4,335.00	$0.00	$4,335.00
Longview	Backstops/Accessibility	$18,798.30	$0.00	$18,798.30
Mayfield	Interior Renovation	$0.00	$13,573.00	$13,573.00
McBeth	Playscape Renovation	$67,870.22	$0.00	$67,870.22
Montopolis	Playscape Design	$2,784.00	$0.00	$2,784.00
Northeast District	Water Fountain	$270.00	$0.00	$270.00
Northwest District	Accessibility	$29,796.00	$0.00	$29,796.00
Pease	Playscape Design	$6,720.00	$0.00	$6,720.00
Perry/Highland	Concrete	$840.00	$0.00	$840.00
Pioneer Farm	Building Materials	$455.00	$0.00	$455.00
Red Bud Isle	Picnic/Security	$42,000.00	$0.00	$42,000.00
Reed	Accessibility/Playscape Des.	$11,640.00	$0.00	$11,640.00
Rosewood	Playscape Design	$0.00	$4,829.27	$4,829.27
Schroeter	Accessibility/Playscape	$0.00	$19,992.65	$19,992.65
Searight	Parking/Road Improvements	$96,278.25	$0.00	$96,278.25
Slaughter	Accessibility/Ballfield Imp.	$12,178.00	$16,806.72	$28,984.72
Spicewood Springs	Trail/Parking/Overlook	$7,542.00	$2,953.65	$10,495.65
Stacy	Accessibility	$1,890.00	$3,137.00	$5,027.00
Vireo Preserve	Parking/Shelter/Hydroaxing	$55,774.00	$756.00	$56,530.00
Walnut Creek	Picnic Shelter	$80,753.00	$0.00	$80,753.00
Walnut Creek ISTEA	Grant Match	$34,000.00	$0.00	$34,000.00
Walter Long	Design Picnic Shelter	$1,938.32	$0.00	$1,938.32
Yett Creek	Planning	$600.00	$0.00	$600.00
Zilker School	Playground Renovation	$10,485.00	$11,666.00	$22,151.00
	SUBTOTALS	**$955,979.03**	**$197,808.95**	**$1,153,787.98**

(17) 6

M E M O R A N D U M

TO: Parks and Recreation Board

FROM: Jesus M. Olivares, Director
Parks and Recreation Department

DATE: April 17, 1996

SUBJECT: Update of Playscape Issue

I have the following update regarding the issue of lead-based paint on City of Austin playscapes.

On Friday April 12, staff members from Purchasing, Health and Human Services and Parks and Recreation reviewed eight (8) proposals for sampling, analysis and reporting of lead on playscapes. After assessing the documents, Raba-Kistner-Brytest Associates was selected to provide the service.

Work began Saturday April 13 at Dottie Jordan Park. Eleven (11) playscapes were sampled and analyzed over the weekend, and work is continuing.

I anticipate the consultant will provide a report and analysis by Monday May 6. A technical team comprised of City staff will review the findings and develop an action plan by the end of May.

Please let me know if you have questions.

Jesus M. Olivares

Jesus M. Olivares, Director
Parks and Recreation Department

MINUTES
PARKS AND RECREATION BOARD
April 9, 1996

The regular meeting of the Parks and Recreation Board was held on Tuesday, April 9, 1996, at 6:30 p.m. at the Riverside Training Room at 901 W. Riverside Drive, Austin, Texas. Board members present were Hermelinda Zamarripa, Rosemary Castleberry, Erma Linda Cruz-Torres, Phil Friday, Ron Cartlidge, Marianne Scott Dwight, Mary K. Isaacs and Louise Nivison, ex-officio member.

Staff members present were Jesus Olivares, Kim Jamail Mitchell, Dr. Juan Valera-Lema, and Mary Ybarbo.

Guest included Mel Hinson, Environmental Program Supervisor with the Planning, Environmental and Conservation Services Department (PECSD).

A. CALL TO ORDER

The meeting was called to order at 6:40 p.m. by Phil Friday, Chair

B. CITIZEN'S COMMUNICATION

There was no citizen communication.

C. SPECIAL PRESENTATIONS

Dr. Juan Valera-Lema, Manager of the Natural Resources Division of the Parks and Recreation Department gave a brief update on the development of the BCCP Land Management Plan and the work that has been accomplished. Staff have been working with PECSD and U.S. Fish and Wildlife to develop the guidelines and management outlines required by the 10A Permit. The 10A Permit will protect the core habitat of species so that preserve areas do not become extinct. The Department is also working with the County to develop a joint management agreement as the City and County are partners in the 10A Permit.

D. ITEMS FOR ACTION

Recommendation to the City Council on the Pending U.S. Fish & Wildlife 10A Permit for BCCP Properties

Dr. Valera-Lema introduced Mel Hinson, Environmental Programs Supervisor of PECSD, who gave a detailed report on the 10A Permit and how it will affect the preserve lands. On April 25, 1996, the City Council will be asked to formally accept the permit. There was discussion regarding the use of mitigation money collected to fund the maintenance of preserve areas and emphasis given to public access to the preserves.

Ron Cartlidge made the motion to recommend to City Council approval of the 10A permit with a restriction that the City maximize the use of the funds collected under the permit to defray land management and facility maintenance costs and, in particular, the costs of increasing public access on the preserve lands. Marianne Scott Dwight seconded the motion. The vote was unanimous in favor. (Cruz-Torres, Castleberry, Cartlidge, Zamarripa, Carter, Isaacs, Friday, Dwight).

E. DIRECTOR'S REPORT

There was no director's report.

F..COMMITTEE REPORTS

Rosemary Castleberry gave a report on the Parkland Maintenance Task Force and what has been accomplished. Increasing public revenues, increasing private resources and reducing costs have been items for discussion.

Kim Jamail Mitchell stated the Colorado River Park Committee has held three (3) public hearings to receive community input on the park development. The committee has reconvened once to prioritize and narrow the items requested. Park schematics are being drawn. Another meeting is scheduled in April to continue the prioritization process.

A Parkland Dedication Ordinance Task Force meeting will meet on Monday, April 15, 1996.

G. ITEMS FROM BOARD MEMBERS

Erma Linda Cruz-Torres requested the Programs Subcommmittee meetings be re-established on a regular basis and members be brought up to date on spring and summer programs.

In addition, the following items were discussed:

1. Aquatics Advisory Board wants to address Parks Board about fees at Dick Nichols Pool.
2. Status of Aqua Fest.

H. APPROVAL OF MINUTES

Ron Cartlidge moved to accept the minutes of March 26, 1996. Seconded by Mary K. Isaacs. Vote was unanimous to accept (Isaacs, Zamarripa, Carter, Cartlidge, Friday, Cruz-Torres, Dwight, Castleberry)

I. ADJOURMENT

Marianne Scott Dwight moved to adjourn. Seconded by Rosemary Castleberry at 8:05 p.m.

Audio Tapes of the Parks and Recreation Board Meetings are available through the Director of Parks and Recreation Department, 499-6717.